

Hongkong Telegraph

(ESTABLISHED 1861)

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STOP PRESS TELEGRAMS.

FRANCE'S SURPRISING ACTION.

A PRESS EXPLANATION.

London, August 12.
As regards the present European situation, political experts are groping in what has hitherto been impenetrable darkness. Regarding the reported French recognition of General Wrangel, many tentative explanations are advanced of which seems the *Daily Mail's*, which suggests that the Permanent Staff of the Ministry is in rebellion against the Government, and it points out that a similar incident, with a similar explanation, occurred recently. The fact that M. Millerand was absent from Paris and, therefore, not in immediate touch with the Ministry, would give daring officials an opportunity for sabotage by issuing a statement bearing every evidence of apparently unquestionable official sanction. The *Times* declares that the matter is "a calculated indiscretion" on the part of the enemies of the Franco-British Alliance and demands the condign punishment of the offenders. The *Daily Chronicle* confesses a complete mystification and suggests waiting until the Government gets an official explanation from Paris. This is also the general line taken in other quarters. Nevertheless, the situation is such that matters cannot long be left as they are. The Government has issued an urgent whip to its supporters for Monday.

NO QUESTION OF 'INDISCRETION.'

London, August 12.
Despatches from Paris this morning make it abundantly clear that the announcement regarding General Wrangel was an official statement of the policy of the French Government and that there was no question of an "indiscretion" on the part of permanent officials. It has been suggested that M. Millerand, who is Foreign Minister as well as Premier, is absent from Paris on a visit to the liberated regions, but Reuter messages show that M. Millerand only left Paris this morning and was in the capital yesterday.

FRENCH CABINET APPROVES.

London, August 12.
If further corroboration were needed of the official character of the Wrangel announcement, it comes from Reuter's correspondent in Paris, who states that the announcement was prepared by M. Millerand, with the approval and support of his Cabinet.

POLAND DETERMINED.

Warsaw, August 12.
The Council of National Defence has issued a declaration that Poland will not accept a dishonourable peace but will defend itself to the end, as did the French in 1871. M. Trotsky has arrived at Bialystok, where he has established his headquarters and has presumably taken over the Red Command.

MOTOR BOAT RACE.

AN AMERICAN VICTORY.

London, August 12.
The motor boat contests for the British International Trophy resulted in a victory for the American boat, "Miss America," in two straight races. The trophy thus crosses the Atlantic for the second time. The American boat "Miss Detroit 5th" was second and the British boat "Maple Leaf 5th" third. The average speed of the winner in the second race was from 53 to 42 miles an hour, and the best lap from 55 to 63 miles an hour.

LETTS SIGN PEACE.

A message from Riga says Latvia signed peace with the Soviet on August 11.

CHINA JOINS INTERNATIONAL INSTITUTE OF COMMERCE.

Brussels, August 12.
The Chinese Minister has notified China's accession to the International Institute of Commerce.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

AMERICAN COMPANIES IN CHINA.

FEDERAL INCORPORATION WANTED.

Shanghai, August 14.
The American Chamber of Commerce has begun compiling data to send to Washington in support of the Bill providing for Federal incorporation of Companies. Lacking Federal Law, American concerns abroad are now forced to incorporate under State charters, which remove them from the jurisdiction of Consular and American Federal Courts and gives them a dubious standing in the eyes of foreign investors.

ANFU REFUGEES.

THEIR EXTRADITION SOUGHT.

Shanghai, August 14.
Eight Chinese student and commercial bodies have telegraphed to Peking demanding the extradition from the Japanese Legation quarters of eight Anfuites now taking refuge there.

REUTER'S TELEGRAMS.

HEAT WAVE IN AMERICA.

TEMPERATURE OF OVER 100 DEGREES.

New York, August 11.
The Eastern States are sweltering in a heat wave, the thermometer registering over 100 degrees. Outdoor work has been suspended in many places, whilst numerous cotton mills have closed.

RUSO-POLISH SITUATION.

THE FIRST MOVE TAKEN.

London, August 12.
The first move in the Russo-Polish negotiations materialised last evening in the Polish Foreign Minister telegraphing in reply to the wireless mentioned earlier, stating that the Poles had despatched *parlementaires* to come to an understanding with the Russian Command.

AMERICA'S ATTITUDE.

Washington, August 12.
France has not yet communicated its decision to recognise General Wrangel to the United States Government, which, while believed to sympathise with France's reported action, is not prepared to extend *de facto* recognition to any anti-Bolshevik regime in Russia until the situation is clearer.

STRONG AMERICAN NOTE.

Washington, August 12.
The Note to Poland, mentioned yesterday, referring to the character of the present Russian Government, declares that the United States Government cannot perceive that recognition will promote a peaceful solution of Europe's present difficulties. It asserts that it is an incontestable fact that the present rulers of Russia do not rule by will or consent any considerable proportion of the Russian people. Two and a half years have passed and still the Soviets have not permitted anything in the nature of popular elections.

The United States Government, without desiring to interfere in the internal affairs of Russia, expresses the hope that the Russians will soon find a way to establish a Government representing their free will. When that time comes, the United States will consider the measure of practical assistance which can be taken in order to promote the restoration of Russia, provided Russia has not taken herself wholly out of the pale of the friendly interests of other nations by pillage and oppression of the Poles. Undisputed facts have convinced the United States that the existing regime in Russia is based upon the negation of every principle of honour and good faith and every usage and convention underlying the whole structure of International Law.

The Note refers to the open confession by the Bolsheviks that they are replying upon the occurrence of revolutions in all great civilised nations, including the United States, which shall destroy their Governments and substitute Bolshevik rule.

THE FRENCH ACTION EXPLAINED.

London, August 12.
The explanation of the astonishing decision of France regarding General Wrangel is conveyed to-day from Paris, where it is made clear that the French action is a return to Mr. Lloyd George's sending of the Soviet conditions to Poland with advice to agree thereto without consulting France.

Mr. Lloyd George's language is regarded as much too favourable to the Soviet, several of whose terms are considered in Paris as injurious to Poland. This was the clashing of views which was yesterday translated into deeds. *Le Matin* points out that apart from Mr. Lloyd George's action the French Cabinet found that Mr. Lloyd George's words and actions did not accord with the Hythe Conference decisions which were submitted to his colleagues yesterday by M. Millerand. Moreover, the French Government considered that the Polish Cabinet seemed to favour an energetic effort, of which the offer of the Supreme Command to General Weygand was an indication. The Government thought that Poland ought not to be able to say that the Allies themselves advised her to lay down arms in disastrous conditions.

VILLA SURRENDERS.

MEXICAN TROUBLE-MAKER SEEKS REPOSE.

New York, August 11.
General Villa, the bugbear of many Mexican Governments, whose life has been one long succession of fights against anyone who wanted to fight, has at length decided that the time for repose has come. He has surrendered to representatives of the Huerta Government at San Pedro, Coahuila State, accompanied by 800 followers. The ceremony of surrender was carried out in the presence of thousands, who wildly cheered the bandit, who was also embraced by Generals who a fortnight ago were chasing him with the object of hanging him. Villa declared that he surrendered because further fighting in Mexico meant United States intervention.

DANISH POLITICS.

RESULTS OF SENATE ELECTION.

Copenhagen, August 12.
The Senate election results are as follows:—Conservatives, 14; Radicals, 8; Social Democrats, 19; Liberals, 31. These figures compare with 18 Conservatives, 12 Radicals, 15 Social Democrats and 27 Liberals in the previous Senate.

AN ITALIAN DISASTER.

MUNITIONS DEPOT WRECKED.

Florence, August 12.
Five were killed and 53 injured by an explosion at a munitions depot through a soldier throwing a supposed discharged shell on a heap of scrap iron. The depot was wrecked.

TROUBLE IN PERSIA.

London, August 12.
The *Times* correspondent at Teheran says the Bolsheviks have looted and burned the greater part of Resht and proclaimed general mobilisation conscripting Persians between 18 and 45 years. All food is requisitioned and inhabitants are receiving an insignificant ration of rice.

EARLIER TELEGRAMS.

THE ALLIES AND RUSSIA.

Paris, Aug. 11.
The French Government has decided to recognise General Wrangel's Government as the *de facto* Government of Southern Russia. A French diplomatic agent will be sent to Sebastopol with the title of High Commissioner.

London, Aug. 11.
The news of the French recognition of General Wrangel created a sensation in London. The question is being asked whether this means that British and France are finally at variance again as they were on the occasion of the French occupation of Frankfurt. The Premier in the House of Commons in a speech pointed out that British aid to General Wrangel would only be given in the event of the Minsk negotiations breaking down owing to the Bolshevik terms being impossible, whereas the French statement implies that all possible material aid will be rendered to General Wrangel immediately whatever happens at Minsk. The gravity of the decision does not need to be emphasised. It means that France is openly at war with the Soviet. The French have evidently been encouraged to take the step by General Wrangel's recent successes in the Crimea where, according to his own accounts, he has been sweeping the Red Armies before him. Bolshevik communiques on the other hand are confined to stating that heavy fighting is going on the whole front "in our favour."

Paris, Aug. 11.
The decision to recognise General Wrangel implies the rendering of all possible assistance. France notified Mr. Lloyd George of the decision yesterday. General Wrangel is meeting with considerable success in turning the Cossacks against the Soviet. The French believe that General Wrangel shows more promise of overthrowing the Bolsheviks than the Poles, Denikin or Kolchak.

Washington, Aug. 11.
The State Department has addressed a Note to the Italian Ambassador replying to the Italian request for the U.S. Government's views on the Polish question.

It declares that the United States believes in a united free Poland, and the people of the United States are earnestly solicitous to maintain Poland's independence, but the Government cannot at present participate in a plan for the expansion of the armistice negotiations into a general European conference, which will probably involve the recognition of the Bolshevik regime.

The Note expresses confidence in the Russian people, that they will overcome the existing anarchy, suffering, and destitution. The Note promises help in the restoration of Russia, provided the latter refrains from pillage and oppression of the Poles. It requests the withdrawal of all troops from Russia proper, excluding Poland and Finland, accompanied by a statement that neither Poland, nor Finland, nor any other Power will be permitted to transgress Russian territory.

London, Aug. 11.
The declaration of the American State Department on Russia is largely discounted by the political deadlock in America which has rendered the Administration powerless, but the document is criticised anyhow as Laodicean and comprising scarcely any reconcilable

Washington, Aug. 12.
The Government is awaiting the outcome of the Minsk negotiations before determining the nature of the steps required to redeem the pledge given in yesterday's note to support Polish integrity. Diplomatic circles regard Italy's selection as the recipient of the Note as an adroit way of giving her friends warning against political recognition of the Bolsheviks.

London, Aug. 11.
The situation is considered as eased by Mr. Lloyd George's statement on Poland. His well balanced statement, in which praise and blame were meted out with scrupulous fairness, seems to have disarmed even his opponents, who admit that it fulfilled the highest expectations.

The *Times* even calls the statement a remarkable success and points out that it "seemed to draw as much applause from the moderate Labourites as from his own supporters."

The same impression is gathered from papers of all shades of opinion, with uncompromising exceptions. Mr. Lloyd George undoubtedly diagnosed public opinion correctly in rebuking Poland, for, while that country undoubtedly possesses a large measure of sympathy, it is generally considered that some drastic corrective of her policy towards Russia is necessary.

It is now felt that the Bolsheviks have been given the opportunity to demonstrate the practical value of their repeated pacific assertions. All eyes are turned towards the Minsk Conference, the results of which will probably largely determine Allied relations towards Russia in the future. Optimism, however, prevails, and it is considered that the Bolsheviks will have the commonsense to see the advisability of meeting the Allies' views.

London, Aug. 11.
The Labour Council of Action sent a deputation to Mr. Lloyd George respecting the Russian crisis and intimated that Labour was strongly opposed to any direct or indirect war against the Bolsheviks. Mr. Lloyd George asked in the event of a Bolshevik attempt to crush Polish independence and the Allies sending a single pair of boots to Poland would Labour strike? The deputation replied it would not consider the situation, as Labour stood for an independent Poland. The speaker for the deputation requested facilities to interview the Russian and Polish representatives in London. The Premier pointed out that such a proposal was entirely against diplomatic usage but he thought there would be no objection to the deputation sending M. Kameneff their views in writing, seeing they desired to promote peace.

The Trades Union Labour Council of Action, after discussing Mr. Lloyd George's explanations, decided to call a National Conference of Trades Unions in London on Friday to consider the policy of organising Labour opposition to any war against Soviet Russia. This practically means that Labour is awaiting developments.

London, August 11.
The fateful eleventh of August, when the Poles and Russians should have met at Minsk to begin parleys, passed without the delegates coming into contact with each other. According to Bolshevik allegations, the Poles ignore the Soviet radio, while the Poles similarly blame the Russians for the fact that the delegates have not yet met.

A Russian Note, sent by wireless from Warsaw to-day, which M. Kameneff handed to Mr. Lloyd George, says that the Russian Command waited in vain for the Polish Delegation at the place indicated in the recent Soviet Note to Poland.

The Note requests the Poles to advise them of the date of the delegation's arrival and states that all facilities will be provided for the Polish envoys and radios. The Russians are ready to begin negotiations.

MILITARY LANDS.

RESUMED BY HONGKONG GOVERNMENT.

The annual report of the Director of Public Works states:—

An area of 2.64 acres, forming portion of Kowloon East Battery Reserve, was transferred to the Colonial Government, a sum of \$132,040.47 being credited to the Military Authorities in the Military Lands Account. The remainder of the Reserve, containing an area of 8.01 acres, was also taken over by the Government, a sum of \$122,412.53 being similarly credited. These two areas, which were required in connection with extensions of the Kowloon Docks, were taken over in accordance with the terms set forth in the Lewis Memorandum (Item 34). Two portions of the area occupied by Kowloon East Battery, containing 66.311 and 38,900 square feet respectively, were acquired for Kowloon Dock extension, the sums credited to the Military Authorities to the Military Lands Account being \$23,229.85 and \$13,613.00 respectively.

A sum of \$1,331.60 was similarly credited for an area of 11,860 square feet which formed part of Pinewood Battery Reserve and which was required for the extension of Lugard Road. Two portions of the Saiwan Military Reserve, containing 11 and .03 acres, respectively, were acquired for road improvements, an equivalent area being granted in exchange.

DAY BY DAY.

Five mining licences and four prospecting licences for areas in the New Territories were issued last year.

Rev. Father Blowick, Superior of the Maynooth Mission to China, will meet the members of the Catholic Men's Club at the Club Hall, Garden Road, to-morrow at 11 a.m. All other Catholics interested in the work of this mission are also invited to be present.

The annual report of the Head of the Sanitary Department says the last census was undertaken in 1911, but is no longer reliable and any estimate is largely guesswork. The white population has been estimated at 13,600, and the Chinese population at 582,500.

The following is from the annual report of the Director of Public Works:—The Old Post Office was let for a period of one year at a rental of \$1,330.00 per month and the Old Land Office for a like period at a rental of \$453.00 per month. The Old Supreme Court was let in two portions for the same period, the rentals derived being \$425.00 and \$180.00 per month respectively.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 1/4d.

DON'T FORGET.

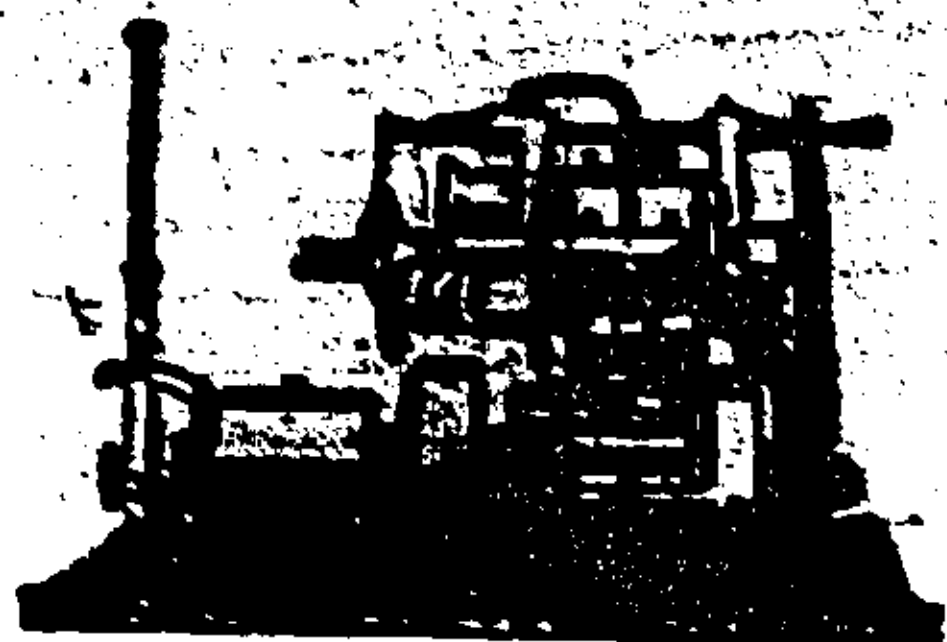
TO-DAY.

K. C. C. Open-air Concert—9 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

NOTICES



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General Managers.
Hongkong, 16th August, 1914.

THE NEW FRENCH REMEDY

CHERAPION No. 1

CHERAPION No. 2

CHERAPION No. 3

CHERAPION No. 4

CHERAPION No. 5

CHERAPION No. 6

CHERAPION No. 7

CHERAPION No. 8

CHERAPION No. 9

CHERAPION No. 10

CHERAPION No. 11

CHERAPION No. 12

CHERAPION No. 13

CHERAPION No. 14

WHERE EDUCATION FAILS.

MANNERS AND EFFICIENCY WANTED.

A writer in the *Weekly Scotsman* says:—It is time our educational fanatics were checked. Before there is any further extension of the school age—before the imposition of compulsory schooling is carried another point—we ought to count the cost and consequences, the cruelties, the follies, and the failures of the measure of schooling we already suffer. The whole system needs overhauling before it is extended on current lines. To considerable degrees this system is a waste of public money, a cruelty to the child, a purgatory to the real teacher, a destroyer of character, and a blight on our industrial and social progress. We are wasting money and labour on the creation of duds, dodgers, and deadheads. We are crushing good manners out of existence. We are killing the senses of duty, discipline, and decorum. We want a different kind of schooling, and we want very much less of it. The school age ought to come down.

I am democratic enough to contend that the bright boy (and girl)—the lad who displays aptitude and inclination for learning, or specialisation—should have every possible facility for the cultivation of his talents; the very poorest lad should have the very richest chance; but I hold that the vast majority, who are obviously fitted only for ordinary work, should be liberated from school and placed in the ranks of industry as soon as they can more readily read and write. We are imposing upon 100 per cent. of our children that which not more than 5 per cent. can benefit by, and in doing this we are impairing the work of the teacher, and the efficiency of the character, and the manners of the children who cannot make anything useful out of their school-made knowledge. Let the bright lad go right through to the best and highest school, college, or university; but let the ordinary lad go to "donkey work" as soon as possible. Our teachers are so largely occupied in vain efforts on the dullards that they cannot attend properly to the quickwits.

MANNERS NEED MENDING.
A national system of education ought to contribute something towards efficiency and character. But what have we got? Workers too lazy to give a fair day's work for a fair day's pay, and a rising generation grossly vulgar and selfish. Take the question of manners. Good manners constitute one of the chief factors in the progress of civilisation. What do we say to-day? Our University "men" regard a "rag"—especially if it inflicts indignity or pain on some of their elders—as a classic sport. The products of our lower schools will complacently keep their seats in a tram car, whilst cripples and old women stand; you cannot get one smart errand out of a dozen; and not one young workman in a score is either intelligent or conscientious. When the compulsory education scheme was launched this country was at the head of the nations, and it was making mighty progress. The young were dutiful and obedient. Now, after nearly half a century of schooling, the manners of the young are deplorable, and there is no sign of improvement. There never will be any improvement unless 50 per cent. of what we call education is scrapped.

In the first place, there is too much of the barrack-square system in our schools. A teacher does not take a small, manageable number of children, and carefully and humanely train them. A huge class is taken, and orders are bawled out in the sergeant-major style. We can all see what five years of Army life has done for our young men. To a lesser degree, but in the same direction, our schooling system is ruining our children. Those simple words which are the life and soul of good manners and human happiness—"Please" and "Thank you"—are dropping clean out of the English language. If you will take your stand in a shop in a manufacturing town, and will take note, you will not find one child customer in a score say either "please" or "thank you." If you will take your stand in a public-house you will find the same lack of manners in the grown ups.

SOME BAD SAMPLES.
During the war period I have seen as many as five sick and wounded soldiers in "hospital blues"—at least two of them well over forty years of age—stand right through a tram

MISS SYLVIA PANKHURST.

ALLEGED TO BE AGENT OF BOLSHIEVIEK.

A question as to whether M. Krassin, the Soviet emissary, had broken his pledge not to engage in any political action while in England was asked in the House of Commons recently by Mr. Charles Palmer.

He also wished to know whether Mr. Bonar Law was aware that M. Krassin had had interviews with Miss Sylvia Pankhurst, who, he said, had been actively engaged in propaganda work for the Soviet Government.

Mr. Bonar Law: There is no reason to believe that M. Krassin has broken his pledge.

Mr. Palmer: Is the right hon. gentleman aware that the woman referred to in the question is in the pay of Lenin, and that she is endeavouring to disaffect British soldiers by propagating Bolshevik doctrines?

Mr. Bonar Law replied that that might be true.

journey whilst a dozen school-boys, from one of our higher schools, kept their seats. In that car there were over a score of boys and girls under twenty. In fact there happened to be no other passengers except these young ones and the soldiers. The car was practically full of scholars from a superior school. And every day in our trams you can see three people occupying four seats, six eight seats, and a dozen taking up fifteen or sixteen seats, whilst others stand; you can see school children keep their seats whilst the aged and the lame stand; and in trams you can regularly see youths and young men smoking in "non-smokers" to the annoyance and detriment of children, ladies, and men who cannot or very well stand tobacco smoke.

Here is another little example. When I was a lad the boys in the telegraph service were noted for their smartness. The boys used to pride themselves on how quick they could be. The boys attached to the office I use to-day are almost too lazy to crawl. They never run. They never even walk at a good pace whilst on duty. The other day one of them took an hour over a seven minutes' journey—with a telegram! After fifty years of what we call education we ought to see a vast improvement in manners, in character, in consideration for others, in the sense and pride of work and duty. We see the very opposite. That is where our system fails. Instead of raising the compulsory school age we ought to lower it, only providing that the really bright scholars are put right through.

INDUSTRIAL EFFICIENCY LACKING.

The bed-rock basis of human progress is, in reality industrial efficiency. Unless the necessary goods are produced in the needed volume we cannot prosper. For true industrial efficiency we need a few brain workers and many manual workers. Nature, in her wisdom, meets the demand precisely; she provides a small minority of brainy boys and a big majority of the other sort. But our modern education system—our yard-stick method of imposing the same kind and quantity of schooling on all sorts and classes, utterly regardless of individual abilities—is an outrage on Nature. We keep the brainy boys back whilst vainly trying to make scholars of the numskulls. It is no disgrace for a lad to be a worker rather than a schemer. But it is wrong for the State to try and impose education where it is not required. It is a huge blunder to keep ordinary lads at school when they ought to be industrial recruits. There are hundreds of thousands of lads between 10 and 14 years of age who would be much happier, and who would be learning to be much more useful citizens on the farms and in the factories than in the schools. In many industries efficiency depends upon an early start.

Put every lad to school, certainly; give every lad a start on the educational road; but do not impose useless scholarship on "hewers of wood and drawers of water," and in so doing make them inefficient even as "hewers of wood and drawers of water." Put every lad to school, give him the rudiments of education, but empower the teacher to select the few brainy boys for full courses of education, regardless of the position of their parents, leaving all the rest to go to work as soon as they can read and write. A compulsory school age of five to ten would be ample for all the ordinary, providing the extraordinary were given all the educational facilities possible.

SUZANNE LENGLEN.

HOW SHE BEAT MRS. CHAMBERS.

The programme at Wimbledon recently included one match eagerly anticipated, Fordramatic intensity the Challenge Round in the Ladies' Singles last year has never been surpassed: in that match Mlle. Lenglen, the French challenger, beat our own tried champion, Mrs. Lambert Chambers, but only by 9-7 in the final set after winning the first at 10-8 and losing the second at 4-6, and even then—as in an Homeric battle—her tutelary deity helped the winner when she was seemingly beaten. Mrs. Chambers—wanting only one point for the match—drove Mlle. Lenglen back from the net with a ball high to her backhand; Mlle. Lenglen did what few could have done—she got her racket behind the ball as she hurried backwards; she hit it, but fortunately for herself only half hit it; it dropped dead—but on Mrs. Chambers' side of the net. These chances are all in the game, and we do not mention it to belittle Mlle. Lenglen—the roll of Champions would not be a roll of Champions unless her name was on it—but to show how little there was between the two ladies who were to meet again this year with their roles reversed.

On this occasion Mlle. Lenglen was the Challenger, Mrs. Chambers the Challenger. Last year Mlle. Lenglen was the favourite, for she had played single after single before the public and increased her reputation with each successive victory; the variety of her strokes, the grace of her movements, and the perfection of style were in every one's mouth. This year we had seen less of her. But we had seen Mrs. Chambers—seen her go from strength and end in the final tie of the All Comers with an exhibition of driving which gave Miss Ryan—a most redoubtable opponent—no chance at all. Earlier in the meeting there had been indications that Mrs. Chambers had lost a trifle of her speed; but in this match she made up for it by doing the impossible—improving her drive. She was reaching every part of the court with equal ease; there was more pace on the balls it was advisable to hit hard, and in length the ball seemed to be consciously carrying out directions and to dip of its own accord as it reached the lines.

They were not fulfilled. There was a match—but not specially brilliant lawn tennis—until the score was two all in the first set; after that there was brilliant lawn tennis from Mlle. Lenglen, but no match. The only noteworthy stroke in the first game came from the clean full drive with which Mlle. Lenglen won it. The other points came from mistakes. In the second, Mlle. Lenglen was feeling after her game, but had not quite grasped it; Mrs. Chambers was not on the track of hers; she was doing all the running and ending with a weak stroke. In the next two games there was a clean, sweeping, backhand smash from Mlle. Lenglen and a drive from Mrs. Chambers—hit home to home to her own forehand corner; Mlle. Lenglen hit a few out; the score was level—2 all—and the spectators settled themselves happily in their seats. For the rest of the match the holder seldom made two mistakes in any one game. Last year she had had to fight hard at the base-line; the greater share of running fell to her and when she went up she was often passed; yesterday she had definitely the better of the driving; went up with time to spare, and put away the returns where she pleased. She took the last set without the loss of a game, and by the most varied lawn tennis.

One cannot say that she has improved since last year, because she was not subjected to the same strain as 12 months ago. Had she been, one could not doubt that she would have been equal to it. Last year it was universally said that she played lawn tennis as no lady had ever played it before; this year there is only her last year's self to challenge comparison.

Mrs. Chambers could not get her touch; she does lose it all times, and fights on doggedly till she has discovered it; Mlle. Lenglen gave her no time to recover. And weak stroke was killed dead; any weakish stroke entailed loss of position and the consequences; in the effort to regain it, Mrs. Chambers often hit out.

NOTICES

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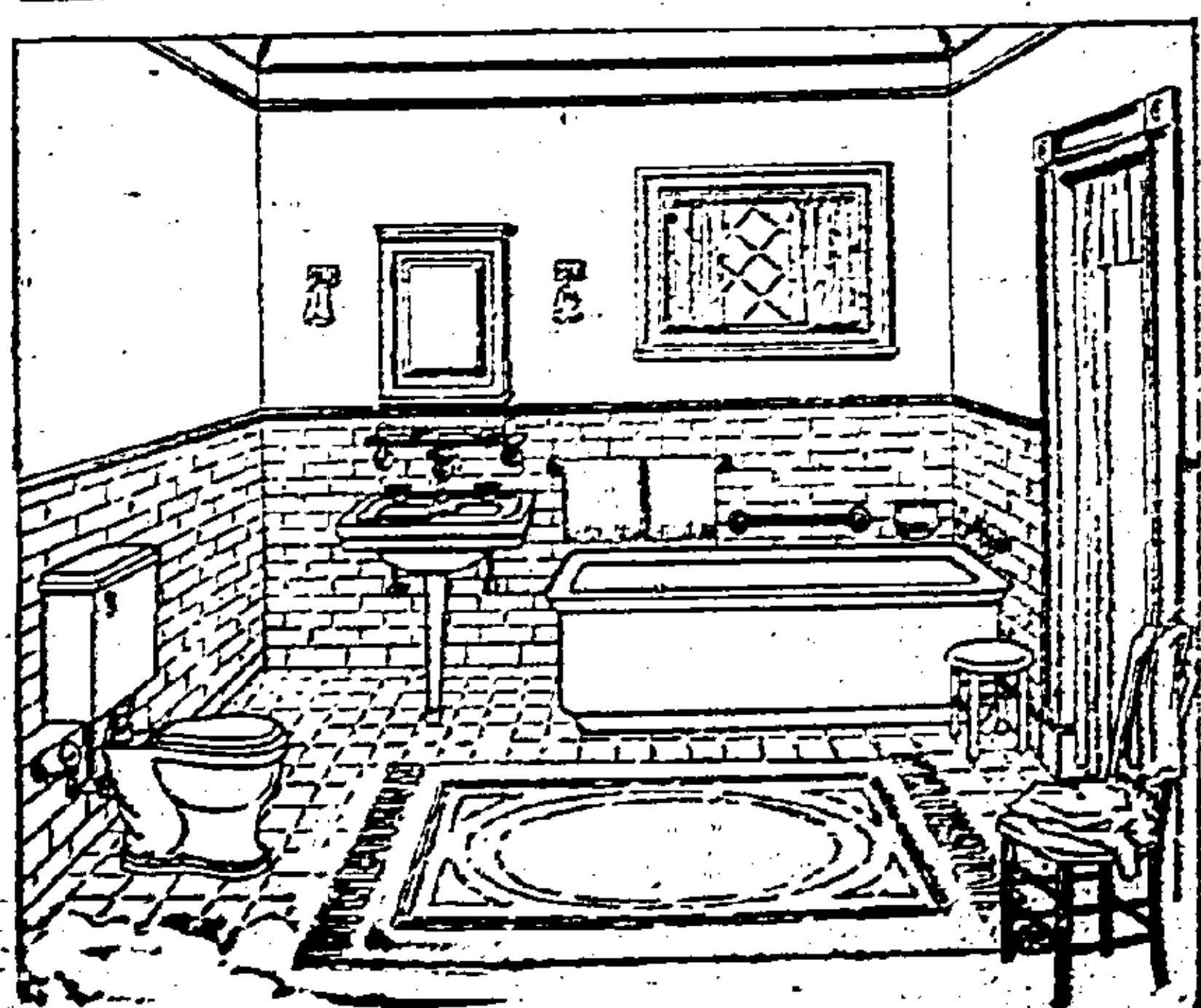
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LABOUR'S POLICY.

VIEWS OF MR. ARTHUR
HENDERSON.Mr. Arthur Henderson, M.P.,
in a special article contributed to
the *Liverpool Post and Mercury*
says—

The Labour party is admittedly
rising steadily to a position of
political ascendancy in this
country. The chief reason for
this is to be found in the fact that
it is more truly representative of
the spirit of the times than either
of the other political parties. It
has a more intimate and
sympathetic understanding of
the aspirations of those
who are responsible, whether
by brain work or manual
labour, for the material prosperity
of the nation. In its compre-
hensive programme of reconstruction
it has provided a practical policy
which aims at translating those
popular aspirations into realities.
The ultimate aim of the Labour
party is a reconstructed system
of society founded upon the widest
possible form of democracy,
and in which all members will co-
operate in fruitful service in order
to provide for every member of
society an opportunity to enjoy
that fulness and richness of life
which is the rightful inheritance
of every citizen.

The Conservative party and the
Liberal party profess to regard
Labour's conception of society as
ideal and utopian, but quite
impossible of attainment, "human
nature being what it is." It is
their lack of faith in the possi-
bilities of human nature which
definitely marks off the other
political parties from Labour. The
Labour party hold it as an article
of faith that, regarding the people
in the mass, human nature quick-
ly reacts to progressive improve-
ments in the conditions of life,
and is capable not only of gener-
ous and unselfish service, but even
of supreme sacrifices when in-
spired to a lofty and noble purpose.
If proof of the latter statement
were required, it is to be found
in abundance in the response of
our people to the ideals for which
they fought, and endured, and
sacrificed.

With regard
to finance we are convinced that
the present heavy burden of
taxation can only be reduced
within a reasonable period of time
if extraordinary means are resorted
to in order to extinguish a
substantial part of our abnormal
national debt. It will take several
generations to wipe off the debt if
we rely solely on taxation of in-
come. The Labour party propose
a graduated tax on capital—
which will not affect small capital
holdings—as the only means
whereby a drastic reduction of
our national financial burden can
be secured within a few years.
Labour's policy with regard
to industry is, perhaps, more
strongly criticised and more mis-
represented than any other part
of its programme. The principles
upon which our industrial policy
is based are public ownership and
democratic control. As a first
step in the reorganisation of in-
dustry we advocate the elimina-
tion of private ownership from
the staple industries and services
of the nation, such as coal,
transport, electricity, and ship-
ping, in order to secure that
they shall be operated not
for private profit but for the
benefit of the whole community.
There is no question of confiscat-
ing privately-owned enterprises;
they would be taken over by the
State on fair terms, and would be
worked under a system of joint
control, which would provide the
workers with a higher status in
their industry than they enjoy
under private enterprise, and
make them real partners with
the State in the control of their
industry. It is only by such a
system of democratic control
that bureaucratic control, with
all its devastating effects, can be
avoided.

COST OF LIVING.

DEBATE AT TRADE
UNIONISTS' CONFERENCE.

At the annual Council Meeting
of the General Federation of
Trade Union, at Leamington,
Mr. Ben Tillet initiated a
discussion on the cost of living
and food control. In a vigorous
speech, Mr. Tillet said, upon a
solution of the cost of living and
the food question depended the
future contentment of this
country, and its future loyalty
and order in regard to constitu-
tional Government.

It was true that the food
supply had been in the hands of
monopolists in every part of the
world, but in this country, we
were fortunately able at the
moment to say our cost of living
was as cheap if not cheaper than
that of any other country. That
did not mean the same condition
would be maintained. Gradually
the net of the great monopolists
must necessarily be narrowed,
because supplies of food of the
world were being narrowed.

We were the most important
nation of Trade Unionists, and
as Trade Unionists they had
no settled or definite policy on
the matter of food supplies and
prices. There had been no

Labour's conception of Imperial
policy is that the British Empire
should be a "commonwealth of
self-governing nations, resting
upon the principle of government
by consent, with full right to self-
determination. The recognition
of the right to self-determination
must be recognised equally in the
case of Ireland as in the case of
Canada, or Australia. Real
partnership can only rest upon
the consent of the people, and not
upon compulsion. Self-determina-
tion must be accorded to Ireland,
whatever may be the implications
involved. Reservation or limita-
tions imposed by Great Britain
would be an infringement of the
principle, and ought to be a mat-
ter for discussion and mutual
agreement. If the choice to the
British Labour party lies between
recognising a claim to indepen-
dence properly registered by the
majority of the Irish people, and
her subjection and forcible reten-
tion within the Empire, we would
unhesitatingly repudiate the aid
of force to keep her an unwilling
and resentful member.

The Labour party is the only
political party in the country
which has a coherent and con-
sistent foreign policy resting
upon democratic principles. It
is true that Liberalism is being
compelled, under pressure of
circumstances and popular clam-
our, to gravitate towards Labour
on questions of foreign policy;
but the fact remains that Labour
has stood alone from the day of
the Armistice, and even before,
in its advocacy of a real demo-
cratic policy in relation to foreign
nations. The Labour party
is opposed to dictatorship, whether
by a reactionary or a proletarian
minority. It stands for the will
of a full and free democracy as
the determining factor on local,
national, and international affairs,
it aims at establishing the unity
of all classes in a concerted effort
to bring about, by peaceable
methods, those changes in the
organisation of industry, of society,
and of international relations
which are the predominant needs
of the times. It rejects as dan-
gerous and indefensible the
present-day tendency towards an
alliance of class interests and
prejudices which the Coalition
is encouraging, and upon which
it relies in order to sustain and
prolong class domination in the
direction and control of national
affairs. The only sure and dur-
able basis of government, and of
national prosperity, is a union of
the people and not an alliance of
class interests.

scientific tackling of the position
by Trade Unionists.

Mr. Tillet said 60 per cent. of
the productive area of food and
raw materials of Europe was
either devastated, paralysed, or
being utilised for purposes of war.
Russia, which should supply
Europe with other 20 per cent. of
its food supplies, had embarked
on a mad orgy of bloody revolu-
tion, murder, and anarchy. That
country was in a state of desola-
tion, and could be removed from
any estimate of the world's food
supplies.

Trade in the long run was the
best preventative of war, and the
sooner it could be forced into its
old position and resume its
normal circulation the better for
the world itself.

FOOD MONOPOLISTS DENOUNCED.

Outside of the European posi-
tion we had our own monopolies
of food.

"If I thought our British
capitalist monopolists," said Mr.
Tillet, "were prepared to fight
for their country and to play
cricket and fight with their brains
other monopolists of other coun-
tries, particularly America, I
should have some sort of sport-
ing pride in their courage and
loyalty to their own country. But
if any British working man or
woman believes that the British
capitalist monopolists will fight
for their own country in peace
times, then they are sadly mis-
taken. (Cheers.) The British
monopolists are hand and glove
with the American capitalist
and they would sell their own
mothers, leave alone their own
country, to fetch and take advan-
tage of our dire distress and
necessities. The tremendous
banking and bullion power of
America is utilised against our
own Government.

There is no man in our own
Government with courage enough
to get up on his hind legs and
declare against the monopolists
and the power that America holds
over us.

HIGHER WAGES NO SOLUTION.

Higher wages will not be a
solution or prevent higher prices.
It is only the working of the
vicious circle. Labour is being
asked for greater production, but
Labour can only reach a certain
measure of efficiency, and there-
must be no more exploitation of
labour over the necessities of the
country.

We shall probably have to use
our economic power to fight the
capitalist monopolies and specu-
lators. As an old agitator let me
say in most of the great strikes
we have only cut our noses off to
spite our face. (Cheers.)

They effect our own class first of
all. When we have to make that
sacrifice let us do so with our eyes
open, and having made it never
be satisfied with the restoration
of the old normal conditions. We
must make demands on the
Governments of the world
and tell our own Cabinet that
these must cease. We must
tell the profiteers and Trotsky
that all this bloody war and
revolution in the name of the
common people of all the
world must cease. We cannot
afford either revolution or war.
(Cheers.)

It was decided to authorise the
Committee of Management to
examine the position in regard to
food supplies and cost of living,
obtain facts and report to the
affiliated societies.

WANTING TO GO TO RUSSIA.

Mr. John MacLean, the Clyde
Bolshevik and Communist leader,
recently applied for a passport to
visit Russia in August. The
Foreign Office was unable to
speed to the request when made,
but asked Mr. MacLean to make
a new application towards the
end of June. Mr. MacLean has
renewed the request.

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Soisette Shirts, Summer Weight,	"	2.50
Pyjamas Cotton,	suit,	2.50
Boots, Large Sizes, 9, 10 and 11.	pair,	10.00
Ties Wide-End, Fancy,	each	.75
Peacocks Military Soles and Heels,	pair,	1.50
Merella Pyjamas All Wool,	suit,	8.50
"B.V.D." Vest and Drawers, Soisette,	"	3.25
Summer Underwear, very thin, various shades,	"	2.25
A few All Wool Vests, slightly damaged,	each	1.00
Leather and Leather bound suit cases,	25% reduction.	

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LAWN TENNIS.

THE AMERICAN GAME.

Writing for the Times special American number a correspondent says:—England invented lawn tennis, as she invented so much else; and with lawn tennis, as with so much else, she has left the development of the invention to other countries. Chief among these is America; we say "chief" not in forgetfulness of the remarkable record of Australasia, but because America took the lead in promoting international competitions and because the form which the game now takes is primarily due to American experiments. It was Mr. Dwight F. Davis, of St. Louis, who presented the international trophy known as the Davis Cup. This was first played for at Boston in 1900. A private tour in the United States undertaken three years previously by Dr. Eaves, Mr. H. A. Nisbet (who later came to Hongkong) and Mr. H. S. Mahony had not prepared England for the advance made by American players, and our first official international side—consisting of Mr. A. W. Gore, Mr. Roper Barrett, and Mr. E. D. Black—met with a crushing defeat. The English team was not the strongest the country could have sent, but it was reputed strong, and the form shown by Mr. M. D. Whitman and Mr. D. F. Davis was a revelation.

The chief factor in the result was what we now know as the American service—which proved as deadly on its introduction as the googly in cricket. But the American victory was not due merely to a "stunt"—to a device which lost its potency with its strangeness. The Americans had studied the orthodox game and had assimilated from it what commended itself to their temperament. The driving, for instance, of Mr. Larned is cited by experts as a model. The new element they introduced lay in the proportion of their volleying to their diving, and the relative importance they attached to it. They volleyed much more than we did. The ball which our players would let drop or volley defensively they would jump in to and kill. It was a policy which exposed them to set-backs, and their early international successes were followed by failures; but they have persisted with it. It implies the offensive and all that goes with it. Besides often winning the immediate point, the persistent volleyer exerts a great moral effect on his opponents. These last are either thrown on the defensive or compelled to make a counter-attack at a moment not of their own choosing. The Americans pay with equanimity the price demanded—as, for instance, when they are passed at the net for all the world to see by drives they cannot reach, and they find their recompense in what looks to be the blunders of their opponents—the drives which are netted or hit over the lines in the attempt to steer the ball out of harm's way. The first generation of American international players found successors to carry on their methods. Mr. Holcombe Ward, Mr. Beals Wright, and Mr. McLoughlin.

The volleying and the service remain the features which one associates with the American game. It is not that their driving is weak, but that with them the drive is used primarily as means of reaching the net and not as a pointwinner itself—except in *extremis*. To-day the American game is the fashion, and it is also the successful game. It is, however, permissible to doubt if it would be so pre-eminent if this country had continued to breed her old type of driver. In Davis Cup ties against America at Wimbledon Mr. S. H. Smith—whose friends covered their faces on the rare occasions when he was enticed to the net—won twelve sets and lost but one!

It is matter for surprise and regret that—largely owing to accident—America is not a member of the International Federation. She was not represented at the meeting of national delegates which set about the task of organizing that body, apparently with more of American zeal than European formality; or perhaps we should say with the informality of the sportsman intent on getting his game rather than the minimum of red tape than with the circumlocution of the man of business drinking up what was in fact an international treaty dealing with matters of far-reaching import and intended to be operative for a long term of years. America was formally invited last year to join the Federation, but by that time the latter had committed itself to

BOLSHEVIK TYRANTS.

MRS. PHILIP SNOWDEN SPEAKS HER MIND.

Mrs. Philip Snowden, who has returned to this country after a visit to Russia, disagrees with the majority of Labourists who have "explored" that country under Bolshevik guidance, and plainly indicates that she has no love of Bolshavism.

"I am a Socialist, a democrat, and a Christian," said Mrs. Snowden, in an interview with a representative of the London Evening Standard. "I oppose Bolshavism because it is not Socialism, it is not democratic, it is not Christian. The Bolsheviks have suppressed God as a counter-revolutionary and have raised up Karl Marx in His place."

"I see that some of the delegates who have returned from Russia, she added, 'suggest that they had' absolute freedom to go anywhere. Speaking for myself, I may say that I was always accompanied by representatives of the Government."

"I met people who hesitated to speak to me because they were afraid of being arrested afterwards. This happened so often that I asked the chairman of the Extraordinary Commission—one of whose duties is to put down counter-revolutionary tendencies—if he could explain it in view of the fact that he maintained there was perfect freedom of thought and speech in Russia."

"His reply was sarcastic and evasive. 'English people have come to Russia,' he said, 'and by involving people here in counter-revolutionary activities have got them into trouble. Naturally, therefore, they now hesitate to confide in British people!'"

"I asked the same man if it were true that the Extraordinary Commission employed spies and provocative agents for its work. The answer was: 'No, but every good citizen considers himself under an obligation to report to the Extraordinary Commission anything he sees which he considers to be of a counter-revolutionary nature!'"

AS STRONG AS THE GOVERNMENT. "A word as to this Extraordinary Commission will reveal what a world of terrorism this admission discloses. It used to have power over life and death—and though these powers have now, I believe been handed over to the Revolutionary Tribunal, the effect is the same. It has its special Assembly. Special soldiers are told off to support it, and it is especially treated in the matter of rations and with regard to other privileges."

"It has become such a big, powerful instrument that I should hesitate to say whether the Government or the Extraordinary Commission rules Russia. I am inclined to believe that even the rulers go in fear of what may happen to them at its hands."

"The Bolsheviks thought to use us as propagandists, and they arranged for us enormous demonstrations which we were advertised to address. In Petrograd I declined to speak on the ground that we had come to investigate conditions, and it was undesirable that our time should be taken up in addressing gatherings. At a Moscow demonstration, however, I agreed to abandon my isolated position in this respect on the condition that I might speak freely."

"I feel bound to say here, however that the other British speakers in my judgment—possibly carried away by their feelings—gave a false impression of the Labour movement in Great Britain. They seemed to have the impression that that movement was in favour of violent revolution, and would be prepared to join hands with Russia in a very short time."

"I was horrified that such an impression should be created, partly because it might ultimately be disastrous in its reaction upon the Russian people themselves. Accordingly, I made a point of stating that in Great Britain we were not widely revolutionary, but believed in gradual change, and gave facts in support of my statement, such as the big vote of the Trade Union Congress against direct action."

certain rulings not acceptable to her; and she apparently made her co-operation conditional on the adoption of certain proposals she put forward. Chief among these was that the world's championship on grass—which, in recognition no doubt of the services of the British Isles to the game had been allocated to them in perpetuity—should be held by different countries in turn. There for the present the matter stands.

THE ROLL OF DISHONOUR.

HOW WEDDING GUESTS ARE SWINDLED.

L. Godfrey Turner writes in the Daily Chronicle:—

I have been looking down the column of the Roll of Dishonour at the Law Courts, and among the 300 or 400 divorce cases marked for early hearing (though how that will be possible, goodness or badness only knows), I have seen two that intimately concern myself.

In each instance I was on the spot, in my best clothes, when the wedding took place. In each instance I had accepted the silvery invitation of the mother of the bride to be present at the marriage of her daughter, and had sent in my modest gift to blush among the "numerous and costly."

Which brings me straight to the point. None of us very much minds helping to stock the first house and home of the bride and bridegroom. It is what we are invited to weddings for, and it is all part and parcel—particularly parcel—of the acceptance. It is the thing to do, and it is a fascinating form of benevolence. It may be conceit, but it is conceit generously purchased to feel that when the bride comes down to her first after-the-honeymoon breakfast the fish knives and forks, or the butter-dish, remind her to speak fondly of the giver.

A WASTED SACRIFICE. When one's own fish knives and forks revolve upon their cracked handles, and one's own butter-dish is growing green in its plated parts, it is no cheap jewel in one's heavenly crown to give these things, in glorious newness, and possibly in tragic duplicate, to a young couple already rich in worldly possessions, no matter how unlikely their subsequent contribution to the records of the Divorce Court.

It is something of a sacrifice even when the "contracting parties" are people without alloy. But when you realise you have presented the plated goods you are sorely in need of yourself to a young man and woman who have got tarnished before even the butter-dish, notoriously perishable as to its silvered surface, has begun to show signs of a change of colour, you have a perfect right to stand up and thump the table and want to know things in a loud tone of voice.

I am feeling very strongly like that at this moment, and in my wrath I do not hesitate to declare that young women and young men of careless morality have no right whatever to the full and sacred ceremonials of marriage custom. They have no right to a church "prettily decorated." They have no right to a "distinguished company." They have no right to "numerous and costly" presents. And most certainly, and most seriously, they have no right to little girl bridesmaids and little boy pages, with their portraits and their names in the picture papers, "counting from left to right."

The swindling mockery of the "numerous and costly" presents is bad enough. But this other thing is offensive beyond expression. Such brides and such bridegrooms, if they must be bridegrooms and brides, should have sufficient decency at least to get married quietly at a registrar's office.

CUSTODY OF THE PRESENTS. But I go off my track. The matter of the bridesmaids and the bridesmaids and the pages had nothing to do originally, with the purpose of this article, which was to draw public attention not to a tragedy but to a comedy—the comedy of obtaining wedding presents under false pretences.

What are the feelings of the unfaithful with regard to these presents? Does the bride ever give a thought to the poor relations of either side, who in all probability had to face for many days a most complicated game of domestic economy before they could purchase befitting apparel for the ceremony—let alone the wedding presents? What of poor old Aunt Mary, who worked the nightie-bag in silks (a tortoise-shell job) and owed the woman at the fancy shop for the reels until the time of her next allowance?

What of the feelings of the bridegroom's younger brothers, who saw treasured family heirlooms pass into his possession on his marriage—a marriage that was to be nothing better than a farce after all, for which any old "props" would have sufficed? And what about my butter-dish

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ONLY ONE BID.

FOR HUGE EX-GERMAN LINER.

The huge liner Leviathan, formerly the German steamship Vaterland, was put up to auction by the United States Shipping Board recently, but attracted only one bid, says a message from Washington.

An offer of 3,000,000 dols. (nominal \$500,000) was made by the New United States Mail Steamship Company, of New York, but it was accompanied by a stipulation that the Shipping Board should loan the company 6,000,000 dols. at five per cent. interest for the purpose of putting the vessel in condition for passenger traffic and furnish a pier free of charge during the alterations.

The company proposed to pay to the Government 25 per cent. of the vessel's net earnings for ten years, or until final payment for it was made.

A single bid was made also for the Dekalb, formerly the Prinz Eitel Frederick, 800,000 dols., being offered by the American Ship and Commerce Corporation of New York.

No action on the bids has been taken by the Shipping Board.

and my fish knives and forks? A great deal is made of the question of the custody of the children, but I have yet to be told that counsel has ever been engaged to watch the case on behalf of the wedding guests, and to ask the judge for an order respecting the custody of the wedding presents!

I have made up my mind about answering wedding invitations in the future, and this is what I am going to say to the next mother who in silver print requests the pleasure of my company at the marriage of her daughter at St. Christopher's, Knightsbridge, at 2.30, and afterwards at Pilgrimage Court, Mayfair:—

"My dear Duchess (or Mrs. Jones),

"Before giving a definite answer to your kind invitation to contribute towards the furnishing of your daughter's new establishment, I should like to know from you, who are in a unique position for considering the matter on the basis of hereditary records, either public or private, whether it is in the blood of the bride-elect to remain faithful to her marriage vows for a reasonable length of time."

"Were I a rich man I would not bother you with this, perhaps, somewhat awkward question. But I am a poor one; and after the financial crash involved in the purchase of a better dish or a dozen fish knives and forks, I should hate to find that my present had been pawned by a chauffeur, a Polish violinist, or the demobbed officer-friend of her husband. Pray excuse my sensitiveness, and believe me to remain, &c."



ANNUNCIO.

Todos os cidadãos Portuguezes residentes nesta cidade que ainda se não tenham feito inscrever no Consulado de Portugal, deverão fazê-lo até 31 de Agosto de 1920. Os cidadãos Portuguezes inscritos deverão renovar, ate igual data, as suas cedulas de matricula. Fimdo qu seja este prazo nenhum acto de proteccao Consular sera dispensado sem o pagamento das multas estabelecidas pelo N. 94 do Regulamento Consular em Vigor.

Consulado de Portugal em Hongkong, 24 de Julho de 1920. Cerveira de Albuquerque, Consul de Portugal.

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, HONOLULU, YOKOHAMA & SHANGHAI. The Steamship "NANKING"

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified that their cargoes are being landed at their risk in the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., whence delivery may be obtained.

Cargo undelivered on and after Friday, August 20th, 1920, will be subject to rent.

All broken, chafed and damaged packages will be landed into the Godowns, where they will be examined on Friday, August 20th, at 10 a.m.

No claim will be entertained after the goods have left the ship's side and/or Godown. All claims must be presented within two weeks of ship's arrival, otherwise they will not be recognised.

No fire insurance whatsoever will be effected.

O. H. RITTER, Agent.

Prince's Building, Ground Floor, Hongkong, 14th August, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "EGREMONT CASTLE" From NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees are further informed that in consequence of this vessel having been on fire a General Average has been declared and that before Bills of Lading can be counter-signed they will be required to pay a General Average Deposit of 2½% and sign a General Average Bond, which is lying at the Office of the undersigned.

All damaged cargo will be examined by Messrs. Goddard & Douglas, Marine Surveyors on the 20th inst. at 10 a.m. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognized. Optional Cargo will be forwarded unless notice to the contrary is given before 14th inst.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

DODWELL & CO., LTD., Agents, Hongkong, 14th August, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No.:

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 18th Aug. 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

16 Noiseless Typewriters
7 sheets Rubber
3 Tennis Nets
24 doz. Ayres Tennis Balls
86 doz. Davis Tennis Balls
1 Dictaphone
100 Kegs White Zinc
80 casks Red Oxide Powder
200 Kegs Red Oxide Paint
19 Kegs Green Paint
3 cases Petroleum Burners
74 Pairs Gent's & Lady's boots & Shoes

Also

A Quantity of Sundry Office & Household Furniture

Terms:—Cash on delivery

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions from the Custodian of Enemy Property to sell by Public Auction on

Monday, the 16th August, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

A Quantity of Surgical Instruments, Medical Books, Drugs, etc. etc.

Also

1 Microscope
2 Operating Tables

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920, at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

(for account of the concerned)

The Wreck of the S.S. "CHIYO MARU" as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 18th August, 1920, commencing at 2.45 p.m.

at No. 2 Hart Avenue, Kowloon.

A Quantity of Valuable Household Furniture

(Full particulars from catalogue) On view from Tuesday, the 17th inst.

Terms:—Cash on delivery. LAMMERT BROS. Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS. Duddell Street.

WANTED.

FIFTY DOLLARS REWARD.—To whom will procure for rent a convenient and suitable European house not less than five rooms. Write with full particulars, P.O. Box No. 8.

WANTED.—Second-hand perambulator, must be in good condition. Colour white enamel preferred. Write Box 413 c/o "Hongkong Telegraph."

WANTED.—Clerk required. Chinese, by European firm. Must have had experience of stock books, storing and deliver orders.—Apply Box 411 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Abergeldie" 136 Peak. Apply 135 Peak.

FOR SALE.—Passenger and cargo steamer built in 1892, classed 100 A1 in 1913; length 465' breadth 52', moulded depth 26'. D. W. capacity about 6,000 tons.

Three decks, wood sheathed. Sea going speed loaded 15 knots. Large passenger accommodation. For further particulars apply Box 413 c/o "Hongkong Telegraph."

NOTICE.

The General Agents and Consulting Committee have this day declared an Interim Dividend of \$15 per share, payable to Shareholders on the Register on the 14th August 1920. Dividend Warrants will be payable on the 21st August 1920.

The Transfer Books of the Company will be closed from the 14th to 21st August 1920, both days inclusive.

JARDINE MATHESON & CO. LTD., General Agents.

CHINA SUGAR REFINING CO. LTD. Hongkong, 10th August, 1920.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.) per share for account 1920 will be payable on WEDNESDAY the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

THE TRANSFER BOOKS of the Company will be closed from Saturday 21st, August 1920 to Wednesday the 25th August 1920 both days inclusive.

SHEWAN TOMES & CO. General Managers. Hongkong, 10th August, 1920.

St. John's Cathedral! Monday Aug. 16th at 9.15 p.m.

ORGAN RECITAL. Vocalists: Mr. E. T. Crocker, Mr. Howard Frecher

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "GANFA" 17th August London, Amsterdam & Antwerp
 "PROMETHEUS" 22nd August London and Hamburg
 "PROTESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "ALCINOUS" 19th August Havre and Liverpool
 "BELLEROPHON" 22nd August Genoa, M'les L'pool & Glasgow
 "RHESUS" 4th Sept. Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "IXION" 20th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 6th Sept.
 "TYNDAREUS" 6th October

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"ALCINOUS" 19th August for Liverpool via Havre
 "MENTOR" 21st September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 26th October for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP BUILDERS, HONG KONG.

HANDOVER REPAIRS.

Call Flag "L."

Sole Agents for

"KELVIN MOTORS."

Motors from 12 H.P. to 50 H.P. now in stock

also spare parts.

Works ... Tel. K.31.
 Manager ... K.339.
 Secretary ... K.343.
 Harbour Engineer ... K.33.
 Telegrams "SEYBOURNE."

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From HULL, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENARTY."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 9th August, 1920.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG AND ROTTERDAM.

The Steamship "SWAZI"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holts Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 13th August will be subject to rent.

All claims against the steamer must be presented to the under-signed on or before 20th August 1920, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 6th August, 1920.

CONTINENTAL

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.

From SCANDINAVIA

The Motorship "CHILE"

having arrived from the above ports on the 12th Aug. 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 19th Aug. 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 18th Aug. 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO. Agents.

Hongkong, 12th August, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

THE Steamship

"WEST IVIS"

having arrived from Seattle via ports, on 13th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 19th Aug. 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 20th Aug. 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Vaux Road Central.

Hongkong, 13th August, 1920.

SHIP REPAIRERS.
 BOILER MAKERS.
 FORGE MASTERS.
 OXY-ACETYLENE AND
 ELECTRIC WELDERS.
 MECHANICAL AND
 ELECTRICAL
 ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 786 FEET

DEPTH ON CENTRE OF

SEAL (H.W.O.S.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"YOKOHAMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 18th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th August, 1920.

"I DIE OF SOUND MIND."

"Gentlemen of the jury, I die of sound mind and all my faults, but a guilty conscience." This letter, together with a health insurance card, was found in a leather wallet lying by a man's brown Alpine hat discovered on the bank of one of the Highgate Ponds.

Now on sale everywhere!

Messrs. Benger's Food Ltd. are able to announce that supplies of Benger's Food should now be readily obtainable throughout India and the Far East.

Should any consumer find difficulty in obtaining Benger's Food, communications addressed to Benger's Food Ltd., Manchester, England, will receive prompt attention.

BENGER'S
Food

is for INFANTS, INVALIDS and the AGED.

During 15 years use by the Medical Profession, it has fulfilled every claim made for it.

BENGER'S FOOD LTD., MANCHESTER, ENGLAND.

Agents: Messrs. B. & S. WIRE, HONGKONG, CHINA & JAPAN.

BIGGEST "ZEPP" SURRENDERS.

"NEW YORK BOMBER" AT PULHAM.

Built to bomb New York, Germany's biggest Zeppelin, L71, sailed over Norwich recently on her voyage of surrender from the Fatherland to Pulham aerodrome.

During the war no other English city was more careful to avoid attracting the Zeppelins. The Chief Constable issued an order forbidding even the striking of matches in the open after dark. And Norwich escaped, thus being justified of her super-cautions.

But now, early in the morning, the greatest Zeppelin of all hovered over the city in daylight for nearly an hour. She made a magnificent sight, and thousands of citizens enjoyed the spectacle. The Zeppelin was sighted off the coast in the very early hours, and stole in when she was least expected.

At first it was a mystery why the airship should have made so secret an arrival, but the following explanation and account of the voyage has been given by one on board.

"No wireless warning had been given to Pulham as to our departure, as the wish was expressed in Germany that the airship should be pushed off quietly, and arrive in England unexpectedly. The wish was gratified.

"We left Alhorn, near Oldenburg, and skirting Borkum and the Frisian Islands, came over to the north of Great Yarmouth at 5 a.m.

"On the voyage across the North Sea we encountered a head wind blowing 20 miles an hour.

OFFICERS IN PYJAMAS.

"The L71 was then headed towards Pulham, where, however, nothing was in readiness for us. All we could see were the figures of officers and others scurrying about dressed in their pyjamas. There was no sign of a proper landing party, and after waiting a little we put off for Norwich.

"Seen from a height of 2,500ft. the fine old cathedral was a grand sight; and was greatly admired by officers and crew.

"We had on board two German officers, Captain Heine and another; also three British officers—Colonel Sparling, Captain R. Booth, and Captain R. E. Durrant. The last named was the wireless officer on the R34.

GERMAN CREW IN CHARGE.

"Until the L71 was actually landed she was in charge of the German officers and men, the crew numbering 21. The landing, which was a very delicate and beautiful manoeuvre, was directed by Captain Heine, and successfully effected at 12.50 p.m.

"Exactly an hour later, in a drenching rainstorm, the L71 was put to bed on the same banger that had accommodated R33, and her still more famous sister ship R34, after her Atlantic flight."

Noble's VALUE IS WORLD FAMOUS

Famous, not only in the Old Country, but throughout the World, are the superb values obtainable from John Noble's.

You should send to-day for the wonderful 68 page Catalogue, giving full particulars and hundreds of illustrations of the very latest styles in Women's, Men's and Children's Wear, Dress Materials, Footwear and all kinds of Household Requirements, such as Linens, Sheetings, Curtains, Bedding, Cutlery, etc.

Buy all such goods direct from England—from Noble's, the actual manufacturers, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship and price.

To save writing to England in the first place, copies of John Noble's Catalogue may be obtained, post free, from the "Hong Kong Daily Press," Hong Kong.

PATTERNS John Noble, Ltd., will gladly send a splendid selection of patterns of dress materials, post free, on application to Manchester.

REMITTANCES (in full) should wherever possible be sent by Money Order, or by Bank Draft, payable at night on London or Manchester.

JOHN NOBLE Ld. Stock Street Mill, Manchester, Eng.



BIGGER OUTPUT BY MEN WHO SMOKE.

An allowance of time for smoking at Dick, Kerr's works at Preston has been so successful that the directors have decided to develop the experiment, says a *Daily Chronicle* correspondent.

Three months ago the men were granted permission to smoke for 15 minutes each morning and afternoon. The management have now extended the privilege from 9 to 10.30, and from 3 to 4.30. It is stated that the granting of smoking time has resulted in increased output.

FRECKLES AND HIS FRIENDS

It Looked Suspicious to Tagalong!

BY BLOSSER.



DELIGHTFUL & REFRESHING

FOR

SUMMER USE.

Watson's

YE OLDE ENGLISH

LAVENDER WATER

\$1.25 \$2.00 \$3.75

Watson's

EAU DE COLOGNE

(Cloche d'Argent brand)

A perfume that will satisfy the most critical—in elegant crystal globe bottles.

\$1.00 \$1.75 \$3.25

A.S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 14, 1920.

DIFFICULTIES IN COLONIAL POLICY.

The overnight telegram regarding the debate in the House of Commons on the policy of the Colonial Office makes interesting reading, because it raises a general issue of great importance. It is often difficult, with a rather meagre cable summary of points raised, to gather the full import of a Parliamentary discussion, and the present is a case in point. In this instance, Colonel Wedgwood, a Labour member, initiated the debate, the burden of his complaint being that there has recently been a departure from old traditions, with the result that the Colonial Office has a natural bias in favour of the settler class and the exploitation of the countries rather than assuming the attitude of blind justice of the old administration. And he described this as a serious development in view of the fact that new Constitutions are being granted to British East Africa, Rhodesia and Ceylon. The inference, of course, is that the rights of natives are being made subsidiary to the encouragement of exploitation of these and other Colonies. If that were so, it would indeed be regrettable, but we do not think the facts warrant such an allegation.

So far from keeping the native "under," all the tendencies of British Colonial policy at present are in the other direction. How else can we account for the larger measure of self-government which is being granted to the very possessions which Colonel Wedgwood names? It is true that there is no present intention of giving full and absolute self-government to all our Colonies. That would be the height of folly, as must be apparent even to the critics of the Colonial Office. Colonel Amery has now definitely stated the ultimate goal of the Government, which is to enable every part of the Empire to attain, when conditions make it possible, full power to control their own affairs and to develop their own destinies. The proviso is important, for, as Colonel Amery rightly says, to give complete self-government straight away to communities like those of Rhodesia and the East Africa Protectorates on any sort of franchise that could be devised would not be in the interests of the mass of the native population. It is here that we touch the point of extreme difficulty in this matter of Colonial constitutional reform. And it is the task of statesmen to steer between two courses—to avoid oppression of the natives but yet at the same time to safeguard the interests of the Colonies as a whole by seeing that the voting power is not secured by those unable to make proper use of it or by those who would deliberately abuse such power. Self-government is a stage which can only be reached in gradual stages, and to grant the appearance of it by working on the basis that "any sort of franchise will do" would be possibly worse than making no concessions whatever in the particular direction. More than that, we do not think that any of our Protectorates are yet truly ripe for full self-determination. Benevolent rule by Britain, with a general and progressive tendency towards fuller freedom, is the policy that works best, even in the interests of the inhabitants of these possessions which are gradually being lifted on to higher planes.

There is an interest in this matter of Colonial policy for Hongkong. Indeed, from our own case we can see how difficult, nay, impossible, it would be to concede full self-government to all British possessions. Not the most ardent constitutional reformer would advocate that the whole control of Hongkong be left in the hands of an electorate including the native population as well as British voters. That is typical of the difficulties to be encountered when we set about settling the franchise for Colonial possessions. Nor do we suppose that "full power to control our own affairs and develop our own destinies" by an Unofficial Majority on the Council would be considered advisable for Hongkong. Because in all these matters there are large Imperial issues at stake. What we have a right to expect, however, is some measure of municipalisation by which the Colony could fully control its purely internal affairs. But even the franchise problem would be present. These things are quite easy to talk about. The real difficulty lies in evolving a just policy. And if there are knotty problems in the case of Hongkong, which, after all, is hardly inhabited by cannibals, how much more so must that be when we come to deal with the African and other Protectorates? Self-determination is a fine-sounding phrase. The trouble is to put the idea into effect on an equitable basis to all concerned.

NOTES & COMMENTS

BRITAIN'S TRADE

Britain has still a good deal of leeway to make up in the matter of her foreign trade, this fact being very obviously revealed by the Board of Trade returns for July, cabled out East by Reuter yesterday. A little while back there were indications that Britain's exports would soon exceed her imports, and we were then optimistic enough to hope that by this time we should be well on our way towards regaining some of the tremendous surplus in our favour that made us the premier commercial nation of the world. Imports are still considerably above exports; in fact the totals given for the first seven months of this year are not at all encouraging. But our exports are steadily growing and our imports may soon follow the opposite trend. One has to bear in mind that the home consumption of manufactured articles is still very great and that it is only after satisfying home demands that manufacturers can turn their attention to foreign markets. It would be interesting to know what proportion of the imports was raw materials and what proportion was manufactured articles. Britain has still every reason to be proud of her industrial output, and it can be safely assumed that she is slowly but surely paving the way for the liquidation of all her foreign indebtedness. The only way to pay off that debt is by the manufactured products of her workmen, and the sooner home manufacturers are in a position to export on a large scale the sooner will Britain emerge freed from the yoke imposed by the Great War. The pity of it all is that the working men at home do not fully recognise this, and that in their output they see little or nothing else but larger profits for capitalists. Not only England, but the whole Empire stands to lose or gain by the actions of organised labour, and the most patriotic hope of the day is that nothing serious will transpire to disturb and lessen the producing capacity of the Old Country. There must be give and take on both sides of the industrial scale; capital must give its quota and so must labour. Britain can ill afford any loss, for she is already handicapped heavily. But the days since the cessation of hostilities have witnessed big strides in the recovery and, happily, there are few indications just now that matters will be in any degree worsened.

THE O.B.E.'S

With all due respect to the holders of the Order of the British Empire it doesn't seem as though the honour is counted very much by some people. We have been used to hearing all sorts of sarcastic things about this Order, and the recipients have often been led to think that its donation is the reverse of a compliment. One facetious member of our staff will persist in calling it the "Order of the Bad Egg," but he's quite a juvenile and can be excused. The *raison d'être* of this little reference is that a recent writer in the *Evening Standard* declared that a publishing firm at home is now engaged in the preparation of a biographical record of all the recipients of honours in the various classes of the O.B.E. Our only thought about that is one of wonderment at what size the book will be. As there are many thousands of O.B.E.s, the volume promises to be of immense size and may well rival the celebrated DeBrett itself. One witty author once said of DeBrett's "Peerage" that it was "the next best thing to fiction" but this promised publication will give the wage the chance of their lives. We hope that the biographical record of all the recipients will not be given; at least not complete biographical records. Lord! what reading they would provide to be sure. It would be like peeping into the private history of half the people in the world.

SMOKING AND WORK.

Although out here we all smoke in our offices—if we want to—matters are far different at home, as we all know. To smoke at work has been considered as positive proof of slacking. But we learn that Messrs. Dick Kerr, of Preston, have proved to the contrary. "Smoking time" was recently instituted at their works, the men being granted permission to smoke fifteen minutes each

PERHAPS OUR GREATEST ERROR IS OUR CONCENTRATION ON THE SAINTS WITHIN THE CHURCH AND THE KNIGHTS OF THE SHINING WITHOUT—Bishop of Chelmsford.

Mr. Chan Yut-u has been authorised an auditor under the Companies Ordinance.

Tenders are being invited for the construction of a reinforced concrete pier at Cheung Chau.

The name of Mr. William James Shenton, of A. S. Watson & Co., Ltd., has been added to the register of Chemists and druggists.

The King's Exchequer empowering Mr. Maria Harrington Y. Salcedo to act as Consul for Cuba in Hongkong has received His Majesty's signature.

His Excellency the Governor has appointed Mr. Walter Schofield, to be Chief Assistant to the Secretary for Chinese Affairs and Deputy Registrar of Marriages.

We have received a copy of the report of the General Committee of the Hongkong Chamber of Commerce, recording the chief proceedings of the Chamber during the year 1919.

Sir Charles Eliot, the British Ambassador to Japan, arrived at Seoul recently. He visited the Governor-General, Admiral Baron Saito, and attended a tea party at the British Consulate in the afternoon. Baron Saito gave a luncheon in his honour.

It is notified that, on the application of Mr. Robert Baker, civil engineer, of Kowloon, His Excellency the Governor-in-Council has directed that the said Mr. Baker may use and publish in the Colony for a period of six months from the 12th day of August, 1920, an invention relating to an improved rail fastening adjuster and an improved concrete sleeper, without prejudice to the Letters Patent to be granted for the said invention.

It is notified that, on the application of Mr. Johan Herman Coolhass, the Marine Superintendent of the Java-China-Japan Line of Steamships in Hongkong, His Excellency the Governor-in-Council has directed that Mr. Coolhass may use and publish in the Colony for a further period of three months from the 7th day of August, 1920, an invention for improvements in apparatus for releasing life-buoys at night-time, without prejudice to the Letters Patent to be granted for the said invention.

A whist drive and dance were held last evening by the R. E. Sergeant Mess. in the R. E. Theatre, Wellington Barracks. Both functions were well attended. The winners of the drive were: Ladies—1st, Mrs. Grimes (145); 2nd, Mrs. Tidey (144); 3rd, Miss Puckett (142); 4th, Miss R. Enwright (140); 5th, Miss Burden (113). Gents—1st, Mr. Blackburn (146); 2nd, Mr. Grimes (145); 3rd, Mr. Hodges (145); 4th, Mr. Warren (145); 5th, Mr. Owen (144); 6th, Mr. Burden (142); 7th, Mr. Bigwood (114). S. M. Flynn conducted the drive in his usual pleasant and efficient style. In spite of the hot weather, a number of enthusiasts participated in the dance.

morning and afternoon. This has proved such a success that the management have now decided to allow smoking from 9 to 10.30 a.m. and from 3 to 4 p.m. The granting of this privilege has resulted in an increased output. Strange, you say? Not so very, when you come to consider that a man smoking is generally more concentrated on the matter in hand than one who is not smoking. At least smokers find they can get to better grips with things if they have a pipe or cigarette going. It might be a thing to be deplored—by those who don't smoke.

DAY-BY-DAY

HONGKONG TWENTY-FIVE YEAR'S AGO.

(Compiled from the "Hongkong Telegraph" files for week ending Aug. 21st, 1895.)

THE DOLLAR.

Aug. 15th.—The rate of the Dollar, on demand, to-day is 2s. 1-7/8d.

ARMED PROTECTION.

Aug. 15th.—We note the suggestion made in some of our contemporaries for the establishment of a League among all British Subjects in China (and Hongkong) for mutual defence and protection against Chinese aggression in the apparently very probable event of our Government not taking adequate measures to secure us against the dangers to which we are exposed from the hostility of the people of China, and the want of power as well as the want of will of the Chinese Government to restrain their people within the bounds of law and order. The proposal, as it has been announced, contemplates the raising of a fund from the annual subscriptions of members and the possibility of that fund being used to arm and fit out parties to escort commissions of enquires to punish summarily perpetrators of massacres of the Kucheng type.

LEGISLATIVE COUNCIL MEETING.

A meeting of the Legislative Council was held this afternoon. There were present:—His Excellency the Governor, Sir William Robinson, K.C.M.G., Mr. J. H. Stewart Lockhart, (Colonial Secretary), Mr. W. M. Goodman (Attorney General), Mr. F. A. Cooper (Director of Public Works), Captain W. C. H. Hastings, R.N. (Acting Harbour Master), Mr. A. M. Thomson (Acting Colonial Treasurer), Mr. A. K. Travers, Dr. Ho Kai, Messrs. J. J. Bell-Irving, C. P. Chater, A. McCoskie, and the Hon. E. R. Bellies, unofficial members, and Mr. J. G. T. Buckle (Acting Clerk of Councils).

NAVAL CHANGE.

August 16th.—Captain A. W. Millar, R.N., having been relieved by Captain Rowlett, the New Master Attendant at the Royal Naval Dockyard, left for England yesterday. Captain Millar was very popular here and will be greatly missed in the A. D. C. and other fashionable sections of the community, with whom he was deservedly popular and highly esteemed.

FRAWLEY CO.

"THE THIRTEENTH CHAIR."

With full cast, the Frawley Company last night staged "The Thirteenth Chair," a play satiated with thrills for those interested in spiritualism. It is the first play of its kind, we believe, that has been presented to theatre-goers of the Colony, and those who had seen it at its first performance here recently by the same company, will remember the extremely fine manner in which the piece was played. To be brief, the story deals with the mystery surrounding a murder, and the efforts of a so-called spiritualist medium and a detective to encompass the perpetrator. Those of the detective appear to be a piecing together of the available clues, and when a hitch is encountered to use unscrupulous methods to attain his object. The character of the detective as sustained by Mr. Albert Morrison, showed a hard-headed belief in the value of apparent clues, while that of the medium (played superbly by Miss Leslie Virden) was a cynical revelation of the hold of the medium who, it would appear, depends chiefly on the superstition of her clients to work up a so-called seance. Of the two methods of investigation, the author places reliance in that of the "spiritualistic" which eventually brings the crimes home to a conscience-stricken man. The minor roles were also well sustained by the other members of the company. To-night the company presents "The Man Who Comes Back."

SHIPPING NOTES

(BY "NEPTUNE")

The freight market is absolutely featureless. Whatever business has been done during the past two weeks has been at rates lower than those paid in the previous weeks. Many of the Coast vessels are starving for employment, and all that they can rely upon is to carry on short trips from Hongkong. Otherwise there is no enquiry for tonnage. Rates do not show signs of improvement. For Newchang to Canton business has been done at 33 cents per ton, while for Hongkong to Canton two fixtures are reported at \$3.50 per ton. The s.s. Rupara, one of the boats belonging to Messrs. H.M.H. Nomaze and Co., which had been chartered to the Java-China-Japan Line at 30 cents for sugar and an option for molasses, has returned from Java. The s.s. Magallanes, a Philippines boat, has been chartered for the Halphong-Manila run at 3 pesos per case for oil. I am told that time charter rates in Japan have declined to 4 yen on a ton for Coast boats, and 6½ yen for overseas.

There is a little demand for coal tonnage from Japan. Even at the low rate of \$5 per ton deadweight, time charterers cannot run their steamers on a remunerative basis, owing principally to the high cost of coal, and the prevailing depression generally. Locally there is no demand for time charter for ordinary coasting trade. There is a fairly good demand for small and medium sized vessels with Hongkong Government passenger licences for single and consecutive voyages. Hongkong-Saigon-Hongkong at 38 and 35 cents per picul, including cargo and passengers from Hongkong to Saigon for charterers' benefit, but owners, being hampered by the high price of coal, are not accepting these rates.

There have been a few fixtures for salt freights. The Silesia has been put on the Adan-Chitagon run for salt (5,000 tons) at Rs. 11 per ton, while the s.s. Chekiang was also fixed locally for Tsingtau to Hongkong to carry salt at \$4.50 per ton, her capacity being 2,300 tons. From the 1st instant, the Chinese Government has prohibited the exportation of salt from Hainan Island. In spite of the fact that the Siamese Government has removed the embargo on broken rice from Siam, there is no demand for outside tonnage for voyages Hongkong and Bangkok. For coal tonnage from Moji to Hongkong, yen 6.50 is quoted and for Moji to Singapore yen 10 per ton is asked.

Among the fixtures during last month were the following principal items:—Saigon-Hongkong—La Marie (16,000 piculs) at 13 cents per picul, Telamachus (34,000 piculs) at 20 cents per picul, Phumphen (29,000 piculs) at 20 cents, Hupeh (36,000 piculs) at 20 cents, Sunkack (20,000 piculs) at 20 cents per picul and the Dawawongee (33,000 piculs) at 20 cents. Saigon-Manila—Hangchow (33,000 piculs) at 35 cents per picul for 20,000 piculs and 30 cents for 25,000 piculs. Hongkong-Saigon—Druhar (36,000 piculs) at \$16,000 lump sum. Saigon-Cebu—s.s. Magallanes at 80 cents per picul. Hongkong-Haiphong-Batavia—One thousand tons at 65 cents per picul and 1,500 tons at 80 cents. Hongkong-Hongkong for coal—Peeking (2,300 tons) at \$2.75 per ton, Tokai Maru (3,200 tons) at \$2.50 per ton, Pakhoi (part cargo of 1,000 tons) at \$2.75 per ton, Lindsay Moller (1,900 tons) at \$2.50, Mo Hon (1,100 tons) at \$2.50 per ton. Time charter—The s.s. Waishun (1,500 tons) for the cattle trade for three months at \$6.75 per ton deadweight, and the s.s. Halvard (2,600 tons) for four months at \$6.50 per ton deadweight. Newchang-Dalmy Amoy—Kiunkiang (22,000 piculs) at 52 cents per picul, and the s.s. Human (22,000 piculs) for the same rate.

The shipping returns issued during the week in conjunction with the Colony's trade returns for the second quarter of this year are interesting, as showing how different countries have gained and lost their grip on the trade of the Colony. For instance, in the second quarter of last year there entered the port 325 Japanese vessels, while this quarter the number was only 273. That is about

THE LATE MR. R. L. DE SOUSA.

FUNERAL YESTERDAY AFTERNOON

The funeral of the late Mr. R. L. de Sousa, second son of Mr. R. V. M. R. de Sousa, took place yesterday afternoon, and was attended by a large number of friends. The chief mourners were deceased's father and elder brother and two uncles, Messrs O.D. Barretto and Sousa. Among the others present were Messrs Leon d'Almeida, L. E. Lammert, J. D. Omond, J. Eca Silva, G. Yanovich, A. G. da Rocha, A. F. B. Silva-Netto, A. M. Eca, E. H. Aquino, I. M. Xavier, J. M. Rocha, C. A. Rosa, Beth, E. Eira, D. Carvalho, J. P. Braga, C. A. Carvalho, W. R. Flato, Brose Aymar and Alphonso of St. Joseph's College, where deceased was educated. Drs. F. Kow and A. de Carvalho, and Fr. Novat, deceased was buried in the Roman Catholic Cemetery, Fr. Spada assisted by Fr. Bianchi and Sizto officiating both at the chapel and at the graveside.

the biggest drop under any single flag. United States ships have been coming into this harbour in larger numbers, for against 36 last year in the second quarter there are this time 71 vessels, of a tonnage of 242,046. Against one Russian boat entering the harbour of Hongkong in the second quarter of last year, there came into port this quarter 15 Russian vessels of a tonnage of 21,418. Norwegian vessels have also increased, from 25 of a tonnage of 27,713, to 43 of 46,600 tons. Steamers flying the British flag head the list of arrivals and departures. For instance, 502 steamers of the aggregate tonnage of 851,405 and 807 river steamers of the tonnage of 457,071 entered Hongkong during the second quarter of last year and in the comparative period this year the figures had mounted to 503 steamers of 1,050,349 tons and 643 river steamers of 1,464,692 tons. Chinese vessels were second on the list, the arrivals during the quarter under review, both of steamers and river boats, being 451, of a tonnage of 240,111, against 449 vessels of 222,370 tons in the second quarter of last year. The number of Portuguese vessels entering and departing during the quarter was the same as last year.

There is strong feeling in Australia against the employment of Japanese seamen on Australian coastal boats. The Australian Seamen's Union strenuously objects to the intrusion of Eastern crews in the Australian coastal service, on the ground that many Australian seamen are unemployed, and therefore it is against the interests of the Commonwealth to keep Japanese in the coastal trading service. The Union further insists on the discharge of Japanese now employed on vessels in that trade, and the filling of their places by the Australian seamen who are out of employment.

The Jones Bill, recently introduced in the American Senate, is agitating British shipowners. It can be safely said that no measure has ever been enacted by any country which, if its provisions are put into operation, aims such a blow at our merchant shipping as the Act in question. The preamble is quite straightforward—"It is necessary... for the growth of its foreign and domestic commerce that the United States shall have a Mercantile Marine of the best equipped and most suitable type of vessels sufficient to carry the greater portion of its commerce." The United States as a shipping country is but in swaddling clothes, and it will be found in due time that the long and varied experience of the British, much of it gained in times of adversity, counts more than Acts of Parliament. There are no doubt some grave features in the measure, which will tax all the ingenuity and experience of the British shipping world to meet. Among the provisions for the support of United States shipping is to be found protection in its most innocuous form. In the United States goods carried by their own railways for export have been granted preferential rates. Under the new Act preference is to be accorded only to goods carried in American bottoms.

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VOLUNTEER CREW.

GENTLEMEN AND STUDENTS MAN VESSEL.

Unusual interest was vested in the arrival here of the East Asiatic Company's motor ship Chile which left Hongkong this morning for the North and Japan.

When the Chile left Copenhagen, she carried a crew comprised not of regular deck labourers but a contingent of students and members of the professional and higher classes of Denmark. This state of affairs, which we believe has no precedent in the history of shipping, was brought about by the recent dock labour strikes in Copenhagen which for a period of several months held up ships in harbour and prevented the discharge of corn and provisions to a half-starving population.

There was in this case a spontaneous general feeling against the strikers, who, acting under the advice of the Unions, and against their better instincts, committed the error of depriving the population of bread and used this as a weapon in their campaign against the shipping companies for an increase of something like 40 per cent. in their wages. The sight of something over forty ships lying in Copenhagen, laden with provisions while the population was half-starved proved too much for the victims. An Association comprising the members of the better classes was formed at Copenhagen by a few enterprising citizens, and where the Government had failed to secure relief, they were able by means of voluntary labour to defeat the purpose of the strike, and eventually to completely squish it, by the time the Chile left Copenhagen.

With the arrival of the Chile in Hongkong, our representative paid a visit to the steamer, and in an interview with her Commander, Captain Oscar Dabo, who is a gentleman with a fluent knowledge of English and courteous manners, was able to obtain details of the strike and the result it led to in the manning of ships with crews of gentlemen and students.

The population, the Commander stated, "had no sympathy whatever with the strikers. The student left his classes, the doctor his practice, and the members of the upper classes their leisure moments to work on the ships, discharging much-needed cargoes, and, when this was completed, commenced on the work of loading them for their voyage overseas. The general feeling was one of determination to defeat the strikers and at the same time to relieve the population. They worked from seven o'clock in the morning until five o'clock in the evening, with scarcely any break between save when, as in the case of the doctor or businessman, they left their work temporarily for a few moments whilst running up to town in their cars to attend to urgent correspondence or personal business. For this labour they are given the usual pay of the deck and dockyard hands, namely 15 kroner a day, but it must be mentioned to their credit that they never accepted this pay, their work being prompted solely by a sense of patriotism which is a pleasant reflection to look back upon. From the student to the doctor, they all worked with one will, and when the strikers made several attempts to interfere and create disturbances they were kept well in hand by the Police who acted as an armed guard over the work that was proceeding busily on the vessels and at the docks. On the realisation that force would not succeed, the strikers made many un-

successful advances to win the Police over to their side.

"When the ships were loaded, the gentlemen labourers offered their services, as members of the crew. Some joined as sailors, others as firemen. On board my ship I have a crew of 43, amongst whom there are a number of civil engineers, a doctor and a parson. Others are students from the Universities and higher institutions, and the only ex-striker we have on board is a member of the late crew who came to join us when the ship sailed from Copenhagen. These strikers really never intended to go to the length they did. They were influenced by the Unions, who in addition to the demand for 400 kroner pay per month for the labourers and deckhands as against the 275 they had hitherto been in receipt of, and a three watch-system for the sailors, made the absurd ultimatum that a Commissioner from the Unions should be appointed to each ship to see that the Officers' orders are countermanded when thought fit. This last demand was the worst of all. It showed that the Unions were acting with Bolshevik tendencies, and really spoiled what would otherwise have been a more or less reasonable request."

Speaking of his crew, to whom he affectionately referred as "my boys", Captain Dabo stated that what they lacked in experience they amply compensated for by a display of ideas and an aptitude for acquisition of the various details of their work, which was not a surprising fact seeing that they came from institutions where education had fitted them for almost every class of manual work. "Nominally they are in receipt of the 275 kroner pay, but beyond what they used in rations they have never accepted anything in the form of pay, though I understand that the Company will make a grant on the completion of the voyage. It is not all loss of time for them. The students in signing on have accorded to them an opportunity for the acquisition of first-hand knowledge of after-the-war conditions by an extensive trip round the chief ports of Europe and the Far East. At each port at which the vessel touches they are given every opportunity of going ashore, so that you will perceive the trip in which they participate as deckhands is very interesting. They do their work conscientiously, and as they are voluntary labourers and, moreover, people of good position, there is no fear of an infringement of discipline in my sometimes conversing with them whilst they are at work."

"It must be said that when the Chile left Copenhagen the strike was already broken, though the old crew could not be signed on again as this would deprive the students of the trip. Two other vessels of my company are also manned in a similar way, and on their return to Copenhagen the services of these gentleman labourers will be taken over by the old hands. Denmark really owes a great debt to these men."

WHEN PRISON-GOING WAS COMMON.

In 1883 one person out of every 164 went to prison, said Sir Evelyn Ruggles-Brise, at the annual meeting of the Central Prisoners' Aid Society. Now only one person went out of every 11,000.

NO LEFT HAND DRIVE ON MOTORS.

A resolution has been proposed by the City of London Corporation asking the Government to prohibit the importation, construction, or use of motor vehicles with a left-hand drive.

TO-DAY'S MISCELLANY.

Craigmillar, where the King recently laid the foundation-stone of the new buildings of the University of Edinburgh, has many Royal memories for the old castle, built in 1454 by Sir William Preston, who presented St. Giles' Cathedral with a reputed arm-bone of its patron, was held under tenure from the Crown on the express condition that when even required it should be resigned for the Sovereign's use. Several of the Stuart kings exercised their right in this respect, and lived awhile at Craigmillar Castle; and it was there while Queen Mary was in residence that a number of her lords, after vainly urging her to seek a divorce from Darnley, made a compact for the removal of that "young fool and proud tyrant."

This year's lawn tennis championships have broken all records for crowds, for international interest, and for the eminence of onlookers. As to crowds, Wednesday's attendance eclipsed even the rush to see Wilding play against Brooks. The queues started as early as 8 a.m., they say. To have Japanese, Chinese, Dutch, French, Rumanian, American, Australian, Swedish, and South African players engaged in the contest shows how world-wide is the interest in the game. The King and Queen attended twice, Prince Albert twice, and Princess Mary, Prince Henry, the Duke of Connaught, ex-King Manoel and his Consort, the Grand Duke Michael, Mr. Balfour, Sir Edward Carson, Mme. Melba, and many other famous folk have been among the onlookers.

THEATRICALS.

GOOD NEWS FOR HONGKONG.

Hongkong has had no cause for complaint this year regarding theatre entertainments, but there are even more good things in store.

As we announced yesterday, "The Quinets" are making a return visit, the Theatre having been booked for the 19th and 20th of this month. Following that, we shall be visited by the Bandman Comedy Company, due to open a season on September 8th. Unless some other Company decides to come Hongkong's way, we shall then go through the majority of the cool months before the new year with no theatre attractions.

Messrs. Montrie and Co. have received instructions to book the theatre from November 29th to December 11th for Mr. Edgar Warwick, whose Vanity Fair Company will be remembered as having paid a visit last winter. There are no indications at present as to whether Mr. Warwick is bringing the same Company with him or not. Early in the new year we shall be visited by the Bandman Operatic Company, producing some of the latest London musical comedies and soon after we shall be able to look forward to the visit of Mr. H. B. Waring's Shakespearean Company, which is due to reach this Colony some time in the spring.

Altogether, we shall be fairly well catered for and the coming winter should be far less barren of theatre entertainments than was last winter.

ORGAN RECITAL.

PROGRAMME FOR MONDAY.

The following is the programme of the Organ Recital to be given on Monday evening next at 9.15 p.m. in St. John's Cathedral by Mr. Denman Fuller:—

Imperial March.....Ed. Elgar.
"In native worth".....Hadyn.
("The Creation").....Hadyn.
Mr. Howard Freeborn.
Intermezzo.....("Cavalleria Rusticana").....Mascagni.
"Why do the nations?".....Handel.
("Messiah").....Handel.
Mr. E. T. Crocker.
Andantino in D flat.....E. Lemare.
Shepherd and Mocking Bird.....W. Berwald.
"For so hath the Lord".....Mendelssohn.
("St. Paul").....Mendelssohn.
Mr. Howard Freeborn and Mr. E. T. Crocker.
Toccata in F.....Widor.

DAIRY FARM NEWS.

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THE CORONET

FOREIGN TROOPS IN CHINA.

QUESTION IN PARLIAMENT.

In the House of Commons on June 30, Mr. G. Stewart asked the Under Secretary of State for Foreign Affairs, whether he can state the number of Foreign troops at Tientsin and Peking in the special contingents for the protection of the legations; whether there are any other Foreign troops, including soldiers, employed as guards for railways in Chinese territory; and, if so, will he state the total number and say whether there is any immediate probability of these forces being reduced.

Mr. Harmsworth: The combined strength of the foreign garrisons which are maintained, as the result of the Treaty of 1901 in North China, and from which the Legation guards are drawn is, according to my information, between four and five thousand, the British garrison consisting of one battalion of British Indian troops and a company of British troops. As regards the second part of the hon. Member's question, there are garrisons of foreign troops in the various leased territories. The Japanese Government, moreover, maintain forces at Tsingtao, in South Manchuria

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and at Hankow, as well as detachments serving as railway guards along the Shantung and Southern Manchurian railways. The same Power is supplying troops temporarily for the protection of certain points on the Chinese Eastern Railway. There are also small Constabulary guards at several places in the interior of China. I am unable to state the total number of these troops nor can I express any view as to the probability of their immediate reduction.

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Empress of Russia	Sept. 14	Oct. 3
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are as complicated as on the Pacific. Atlantic crossings can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, in Liverpool, London and Glasgow. Passage orders covering all such requirements will be issued here.

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STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with

COSMOPOLITAN SHIPPING Co. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

To SEATTLE.

"WEST ISON" 19th August.

"DEUEL" 16th September.

To BALTIMORE.

"GREENLAND" 16th August.

To SAN FRANCISCO.

"BRAVE COEUR" 14th September.

"WEST HIMROD" 24th September.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE. "GRACE DOLLAR" ... AUG. 15TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH. "HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792

SAN FRANCISCO.

U.S.S.B.

"WEST CADRON"

Sailing on August 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG SINGAPORE

SAIGON SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U. S. S. B. "CADARETTA"

Sailing on the August 18th.

Operated on behalf of U. S. S. B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795

Manager.

SAILING DATES

STEAMERS	FROM	DATE
Albatross	H. Y. K.	Aug. 13
Albatross	H. Y. K.	Aug. 14
Albatross	H. Y. K.	Aug. 15
Albatross	H. Y. K.	Aug. 16
Albatross	H. Y. K.	Aug. 17
Albatross	H. Y. K.	Aug. 18
Albatross	H. Y. K.	Aug. 19
Albatross	H. Y. K.	Aug. 20
Albatross	H. Y. K.	Aug. 21
Albatross	H. Y. K.	Aug. 22
Albatross	H. Y. K.	Aug. 23
Albatross	H. Y. K.	Aug. 24
Albatross	H. Y. K.	Aug. 25
Albatross	H. Y. K.	Aug. 26
Albatross	H. Y. K.	Aug. 27
Albatross	H. Y. K.	Aug. 28
Albatross	H. Y. K.	Aug. 29
Albatross	H. Y. K.	Aug. 30
Albatross	H. Y. K.	Aug. 31
Albatross	H. Y. K.	Sept. 1
Albatross	H. Y. K.	Sept. 2
Albatross	H. Y. K.	Sept. 3
Albatross	H. Y. K.	Sept. 4
Albatross	H. Y. K.	Sept. 5
Albatross	H. Y. K.	Sept. 6
Albatross	H. Y. K.	Sept. 7
Albatross	H. Y. K.	Sept. 8
Albatross	H. Y. K.	Sept. 9
Albatross	H. Y. K.	Sept. 10
Albatross	H. Y. K.	Sept. 11
Albatross	H. Y. K.	Sept. 12
Albatross	H. Y. K.	Sept. 13
Albatross	H. Y. K.	Sept. 14
Albatross	H. Y. K.	Sept. 15
Albatross	H. Y. K.	Sept. 16
Albatross	H. Y. K.	Sept. 17
Albatross	H. Y. K.	Sept. 18
Albatross	H. Y. K.	Sept. 19
Albatross	H. Y. K.	Sept. 20
Albatross	H. Y. K.	Sept. 21
Albatross	H. Y. K.	Sept. 22

JAPAN, COAST PORTS, ETC.

STEAMERS	FROM	DATE
Taiwan	H. Y. K.	Aug. 14
Yingchow	B. & S.	Aug. 14
Dunera	P. & O.	Aug. 14
Hopeang	J. M. Co.	Aug. 15
Huichow	B. & S.	Aug. 15
Japan	P. & O.	Aug. 16
Haiyang	J. C. J. L.	Aug. 16
Haiching	D. L. Co.	Aug. 17
Chinhu	B. & S.	Aug. 17
Szechuen	B. & S.	Aug. 17
Hangang	J. M. Co.	Aug. 18
Laisang	J. M. Co.	Aug. 18
Nagato	H. Y. K.	Aug. 18
Lokang	J. M. Co.	Aug. 18
Tiloboo	J. C. J. L.	Aug. 19
Sinkiang	B. & S.	Aug. 19
Kwongang	J. M. Co.	Aug. 19
Luzon	O. S. K.	Aug. 20
Tikembang	J. C. J. L.	Aug. 20
Hailong	D. L. Co.	Aug. 20
Loongang	J. M. Co.	Aug. 20
Tango	H. Y. K.	Aug. 21
Chenan	B. & S.	Aug. 21
Kumsang	J. M. Co.	Aug. 21
Taming	B. & S.	Aug. 24
Tamba	H. Y. K.	Aug. 24
Hailong	J. M. Co.	Aug. 24
Suiyang	B. & S.	Aug. 24
Tatomi	H. Y. K.	Aug. 25
Easton	P. & O.	Aug. 25
Tangshing	J. M. Co.	Aug. 31
Tilsandan	J. C. J. L.	Aug. 31
Shisen	O. S. K.	Sept. 1

THE HONGKONG & WHAMPOA DOCK CO., LTD.

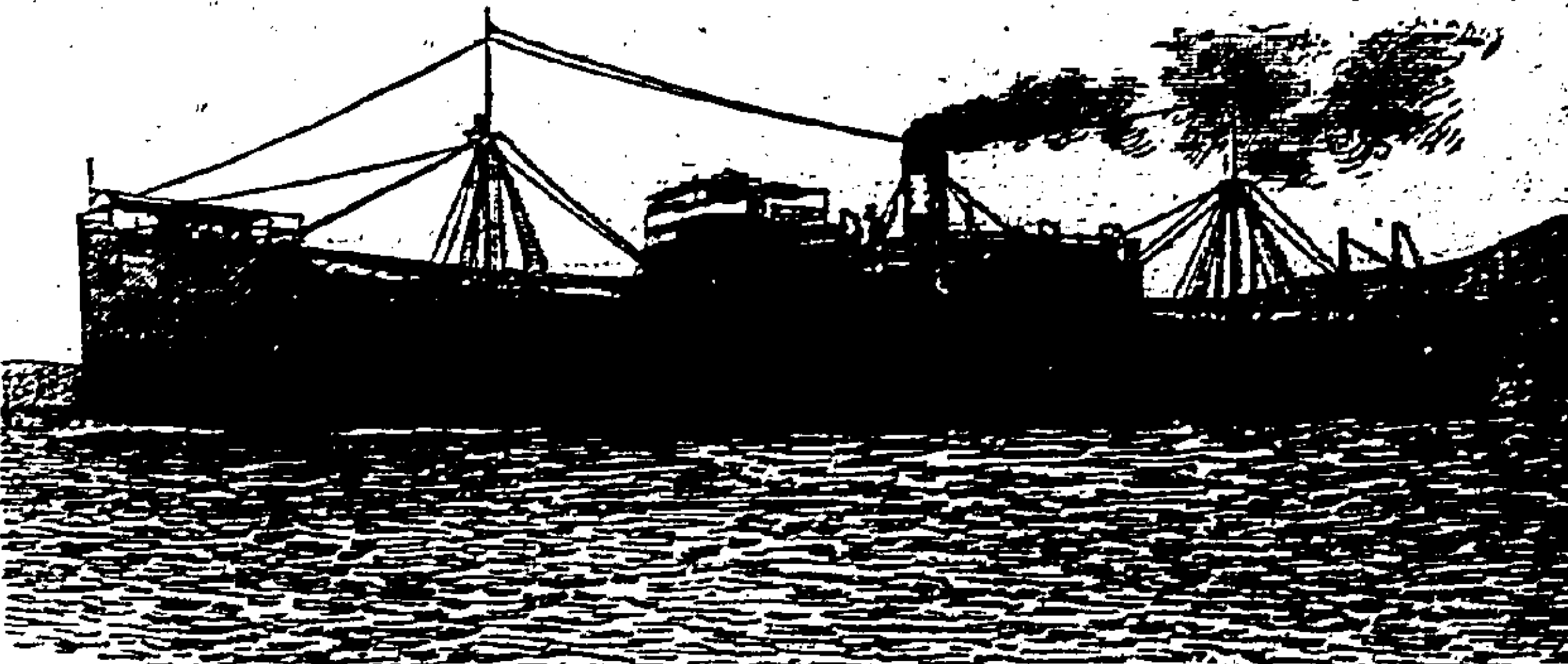
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;

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Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 6,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd. to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG.

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON Via PANAMA.

S.S. "SATSUMA"

ABOUT AUGUST 15TH.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:- BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478

5th floor Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIKA	Aug. 22	S.S. WEST HIKA	Aug. 25
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.

HONGKONG OFFICE:

BRANCH OFFICE:

Prince's Building, Charter Road, Telephone No. 1062.

Kobe, Shanghai, Manila, Singapore.

CHAS. E. RICHARDSON, General Agent for South China.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15 Aug. 11 a.m.	S'pore, Colombo & B'bay.
LAHORE (Cargo)	5,200	16th Aug.	Marseilles, London and Antwerp.
KALYAN	9,000	20th Aug.	

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	19th Aug.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,100	16th Aug. noon	Shanghai & Japan.
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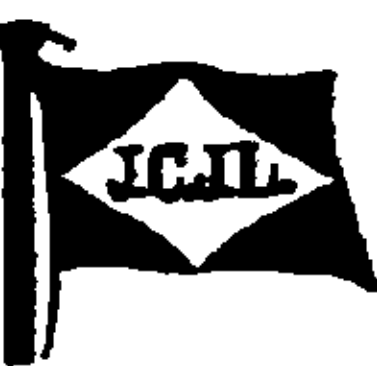
WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 14ft. x 11ft. x 7ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbills, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ang, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railway.

TOTOHASHI MARU (Omitting Keelung) Sun. 15th Aug. at 11 a.m.
KASHIMA MARU (Omitting Manila) Mon. 16th Aug. at 11 a.m.
FUSHIMI MARU Saturday, 14th Sept. at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
SHIZUOKA MARU Thursday, 26th Aug. at noon.
YOKOHAMA MARU Friday, 17th Sept. at noon.HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
MARSEILLES & LIVERPOOL via S'pore, C'ho, Suez & Port Said.
KANAGAWA MARU Friday, 20th August.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU Thursday, 19th Aug. at 11 a.m.
TANGO MARU Wednesday, 22nd Sept. at 11 a.m.NEW YORK via Suez Canal. Wednesday, 25th August.
AKITA MARU Wednesday, 25th August.
SOUTH AMERICAN PORTS via S'pore, R'gon, Calcutta & Cape.BOMBAY & COLOMBO via Singapore. Monday, 23rd August.
CALCUTTA & RANGOON via Singapore & Penang.JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Friday, 20th Aug. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.NAGATO MARU Wednesday, 18th Aug.
FAMBA MARU Tuesday, 24th Aug. at 11 a.m.
TOTOHASHI MARU Thursday, 26th Aug.For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Haiyang	Java	in port	16th Aug.	Java.
Tjileboet	Java	in port	19th Aug.	Yokohama.
Tjikembang	Japan	17th Aug.	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilongjari	Java	27th Aug.	31st Aug.	S'pore & F'isco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yok Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said."ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" (Call Marseilles) 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore."CHICAGO MARU" Thursday, 9th September.
"CANADA MARU" 2nd November.BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SIAM MARU" Monday, 23rd Aug.
"LUZON MARU" Tuesday, 24th Aug.SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands."KUNAJINI MARU" Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, Milwaukee & St. Paul Railway."AFRICA MARU" 30th August.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports."HONOLULU MARU" Thursday, 9th Sept.
JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.
"MADRAS MARU" Monday, 30th Aug.NEW ORLEANS.
"BORNEO MARU" Wednesday, 1st Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office."AMAKUSA MARU" Sunday, 15th Aug.
TAKAO via SWATOW & AMOY. Thursday, 26th August.
"SOSHI MARU" Thursday, 26th August.For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
Tel. No. 744 and 745 No. 1, Queen's Building.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia Leaves Hongkong for Australia.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to **Butterfield & Swire.**

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.LONDON LONDON
For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to NEW YORK.
NEW YORK VIA PANAMA CANAL.**S.S. "ECREMONT CASTLE"**
Sailing on or about 12th September.**LLOYD TRIESTINO.**

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.
BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS VIA SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 6th September.
S.S. "HUNGARIA" Sailing on or about 31st October.**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.
S.S. "HOKUTO M." sailing on or about 14th Sept.
S.S. "SAMARANG M." sailing on or about 5th Oct.For JAPAN, S.S. "HOKUTO M." sailing on or about 14th Aug.
S.S. "SAMARANG M." sailing on or about 27th Aug.
S.S. "RIOJUN M." sailing on or about 14th Sept.**OCEAN TRANSPORT CO., LTD.**

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Aparar Lines, connecting with S.S. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

SHANGHAI via Swatow Hopsang Sun. 15th Aug. at d'light.
SHANGHAI via Swatow Hopsang Wed. 18th Aug. at d'light.
HAIPHONG via Hoihow Loksang Wed. 18th Aug. at d'light.STRAITS & Calcutta Laisang Wed. 18th Aug. at 3 p.m.
SHANGHAI Kwoongsang Thu. 19th Aug. at d'light.
MANILA Loongsang Fri. 20th Aug. at 3 p.m.
Kobe Kumsang Sat. 21st Aug. at 5 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

SHANGHAI & TSINGTAO Yingchow 14th Aug. at 4 p.m.
WEIHAIWEI, CHEFOO, NEW-CHOW 16th Aug. at 4 p.m.
CHWANG & TIENTSIN Huichow 17th Aug. at 10 a.m.SWATOW & BANGKOK Szechuen 17th Aug. at noon.
SHANGHAI Sinking 19th Aug. at noon.
SHANGHAI & TSINGTAO Chenan 21st Aug. at 4 p.m.AMOY, SHAI & FUKOW Suiyang 24th Aug. at 10 a.m.
MANILA, CEBU & LOILO Taming 24th Aug. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.Telephone No. 36. Agents.
Hongkong Aug. 14, 1920.**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days)

Steamships. Captain Leaving.
Halching A. H. Stewart TUES. 17th Aug. at 2 p.m.
Halchoing J. S. Thomson FRI. 20th Aug. at 2 p.m.
Halchoing W. C. Passmore TUES. 24th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong via Suez 6th Sept.
"NINGBOH" via Suez 13th Sept.
"BIRMINGHAM CITY" via Suez 20th Sept.
"CITY OF DUNKERK" via Suez 27th Sept.Cally also at Boston.
Steamers proceed via Suez Canal or Panama Canal (at Owners' option). Subject to change without notice.
For freight and particulars apply to**BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG, HONGKONG & CANTON REISS & CO, CANTON.****CHURCH SERVICES.**

A CHANGE OF ONE DOLLAR IS MADE FOR ALL NOTES UNDER THIS HEADING.

August 15th—Services conducted by the Revd. G. J. Williams—11 a.m. Order of Service. Hymn: 380; Prayer and Lord's Prayer; Magnificat; Hymn: 840; Lesson: XVIII; Hymn: 480; Prayer: Notices and Offertory; Hymn: 382. Sermon:—The Validity and Value of Prayer. Following last Sunday morning's Sermon on the Validity and Value of Faith, Prayer, like Faith has fallen into disrepute. The very night to pray has been questioned. But a reaction has set in. Scientists like Sir Oliver Lodge and others deplore the notion that Scientific thought is antagonistic to prayer. Sermon Aim: To show the need of a revised sense of the Meaning and Validity and Value of Prayer. Hymn: 387 (Tune 24) Benediction.—6 p.m. Order of Service. Hymn: 381; Prayer and Lord's Prayer; Hymn: 297; Lesson: 1 Corinthians III; Hymn: 459; Prayer: Notice and Offertory; Hymn: 241 (Tune 272). Sermon:—The Necessity of Christ (Jesus Christ is held in universal estimation as the world's Good Angel, even as the Supreme Prodigy of human history. But even yet the imperative nature of man's need of Christ is, in places, only dimly understood. Sermon Aim: To show that Jesus Christ is the Supreme Moral Necessity of Secrecy. Hymn: 454; Benediction. Communion of the Lord's Supper at close of the Evening Service.

St. John's Cathedral, Hongkong—15th August, 1920, 11th Sunday after Trinity. Holy Communion (7.50 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Responses: Ferial; Venite; Macfarren (23rd Venite); Psalms: 56 (Tune), 57 (Macfarren); Te Deum: Russell, Jones, Pye; Jubilate: Stainer 18th evening; Anthem: "For a small moment." Stainer; Hymn: 172. Holy Communion (12 noon.) Evensong (6 p.m.) Responses: Ferial; Psalms: 62 (Jones), 63 (Carmichael); Magnificat: Barnby; Nunc Dimittis: Wesley; Hymns: 13, 164, 479. Organ Recital on Monday, Aug. 16th, at 9.15 p.m.

MOVEMENTS OF STEAMERS.

The R. M. S. EMPRESS OF ASIA left Yokohama on 7th Aug., and is due at Vancouver on 16th August.

The American & Manchurian Line s.s. KANSAS from New York is due to arrive on 23rd August 1920.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 9th August, p.m. left there 10th Aug. a.m. and is due at Hongkong on 21st Aug. a.m.

The B. I. s.s. JAPAN left Singapore for this Port on the 9th instant at a.m. and is due here on the 14th instant.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N. Y. K. s.s. KANAGAWA MARU (Liverpool Line) left Kobe for this port via Moji and Shanghai on the 10th August and is expected here on the 20th Aug.

The N. Y. K. s.s. SADO MARU (European Line) left London for this port via Suez on the 7th August, and is expected here on the 16th Sept.

The s.s. OANFA (Blue Funnel Line) left Shanghai on 12th inst. for London, Amsterdam and Antwerp via Hongkong. Vessel is due here on 15th inst. and will sail, as above, on 17th at noon.

The E. & A. s.s. EASTERN left Shimoda for this Port on the 11th instant at p.m. and is due here on the 15th instant at about afternoon.

The China Mail Steamship Company, Ltd., is in receipt of a wireless message from the s.s. NANKING, advising that she will arrive at this port to-morrow at 4 p.m.

The s.s. ALCHOUH (Blue Funnel Line) left Shanghai on 13th inst. for Liverpool via Haere & via Hongkong. Vessel is due here on 16th inst. and will sail, as above, on 19th inst. at 4 p.m.

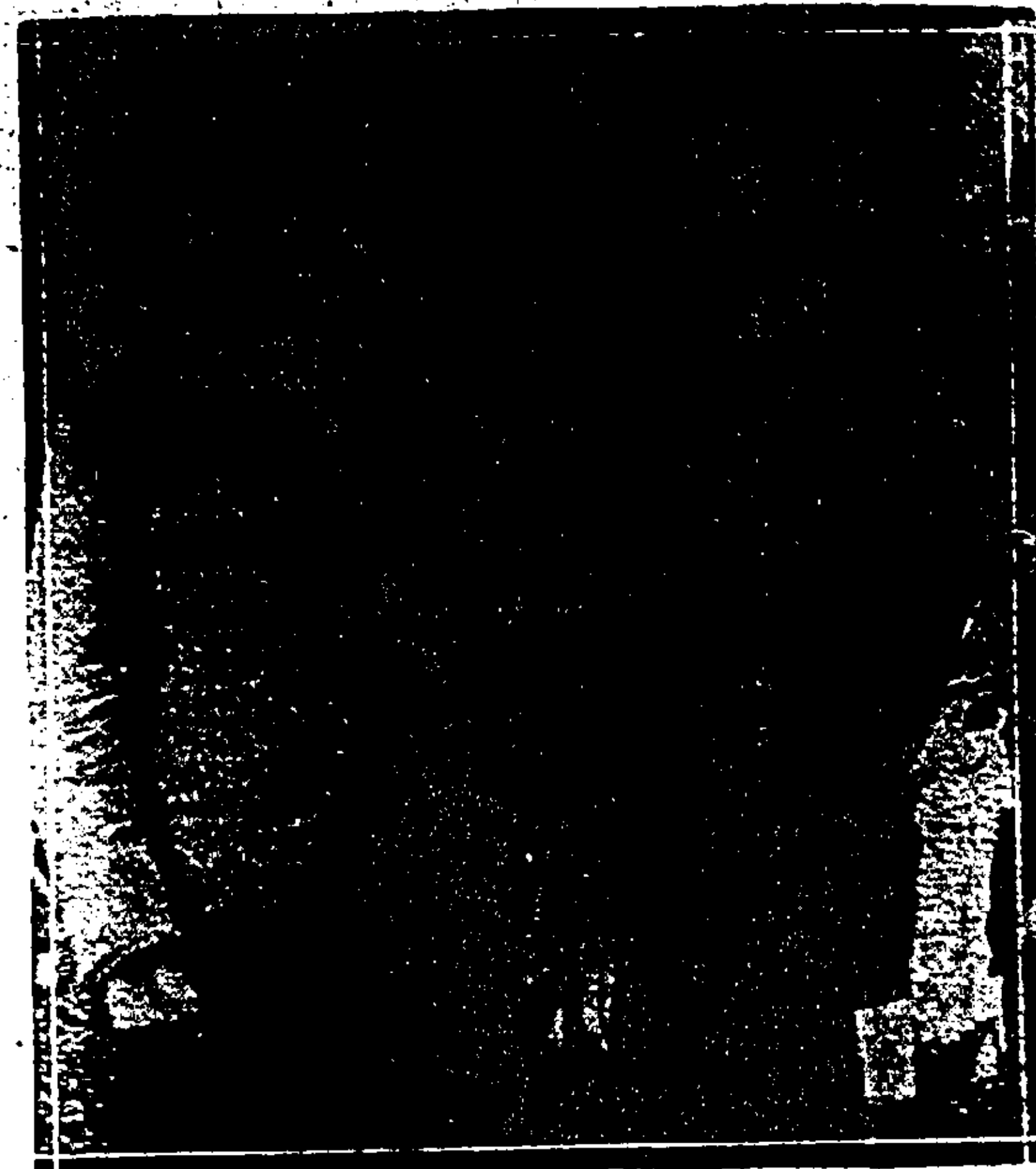
The P. & O. s.s. LAHORE left Shanghai for this Port on the 13th instant at 10 a.m. and is due here on the 17th instant at about 5 a.m.

TO-DAY'S PICTURES.



BOLSHEVIK CABINET IN SESSION.

First photograph received showing the Bolshevik Cabinet in session in Moscow. The members are— (1) Lenin; (2) Trotsky; (3) Tchitcherin (foreign affairs); (4) Radek; (5) Seliansky (administrator of war council); (6) Koursky (justice); (7) Mme. Oserovska (education); (8) Mme. Fotieva (insurance); (9) Rikoff; (10) Bruckanoff (food); (11) Trestinsky (finance); (12) Schmidt, (labour.)



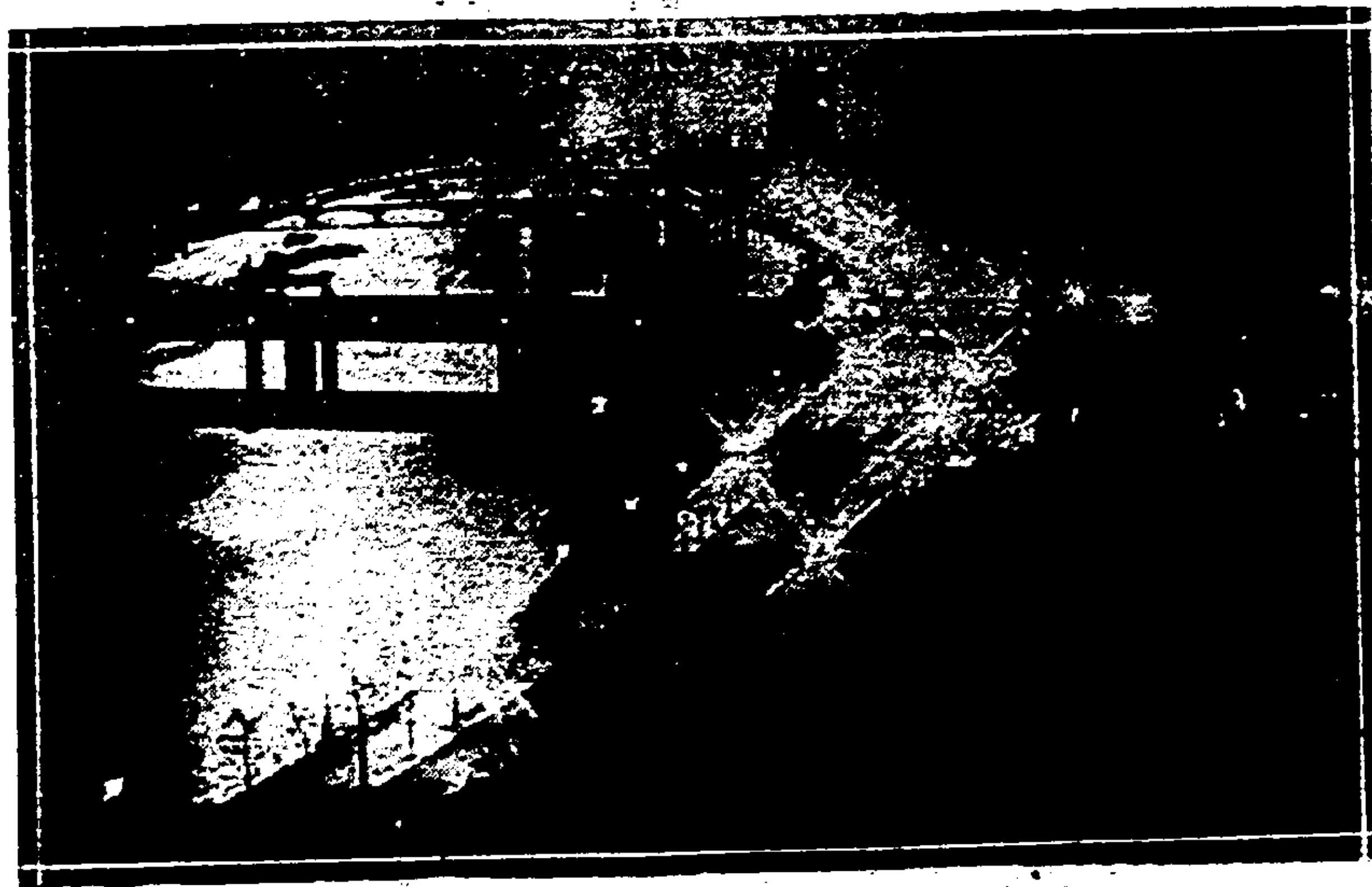
MR. AND MRS. LLOYD GEORGE.

Photo taken while they were leaving the church after the wedding of the daughter of Mr. Bonar Law.



GREEK KING AND HIS MORGANATIC WIFE.

King Alexander of Greece and his morganatic wife, Mile. Manos of Athens, photographed in Paris while starting out on a shopping tour.



WHEN LONDON SEEMS A FAIRY CITY.

A remarkable photograph of the great Metropolis at night. The Thames, Embankment and the various bridges are outlined by twinkling lights.



IN BERLIN.

Recent snapshot in Berlin of President Ebert (centre), Dr. Meissner (left) and Prof. Schlichting (right).

DOINGS OF THE DUFFS.

Wilbur is Certainly the Liberal Guy.

BY ALLMAN.



PICTORIAL SUPPLEMENT.



Photo: Yim Fong.

Photo taken on the recent visit of H.E. the Governor and Lady Stabbs to the Po Leung Kuk.



Photo: Ah Leung.

Civil Service tennis team—winners of the Second Division League Championship.



Photo: Tientsin Press.

The fighting in North China—Mixed Pickles at Pei Tsang Station.



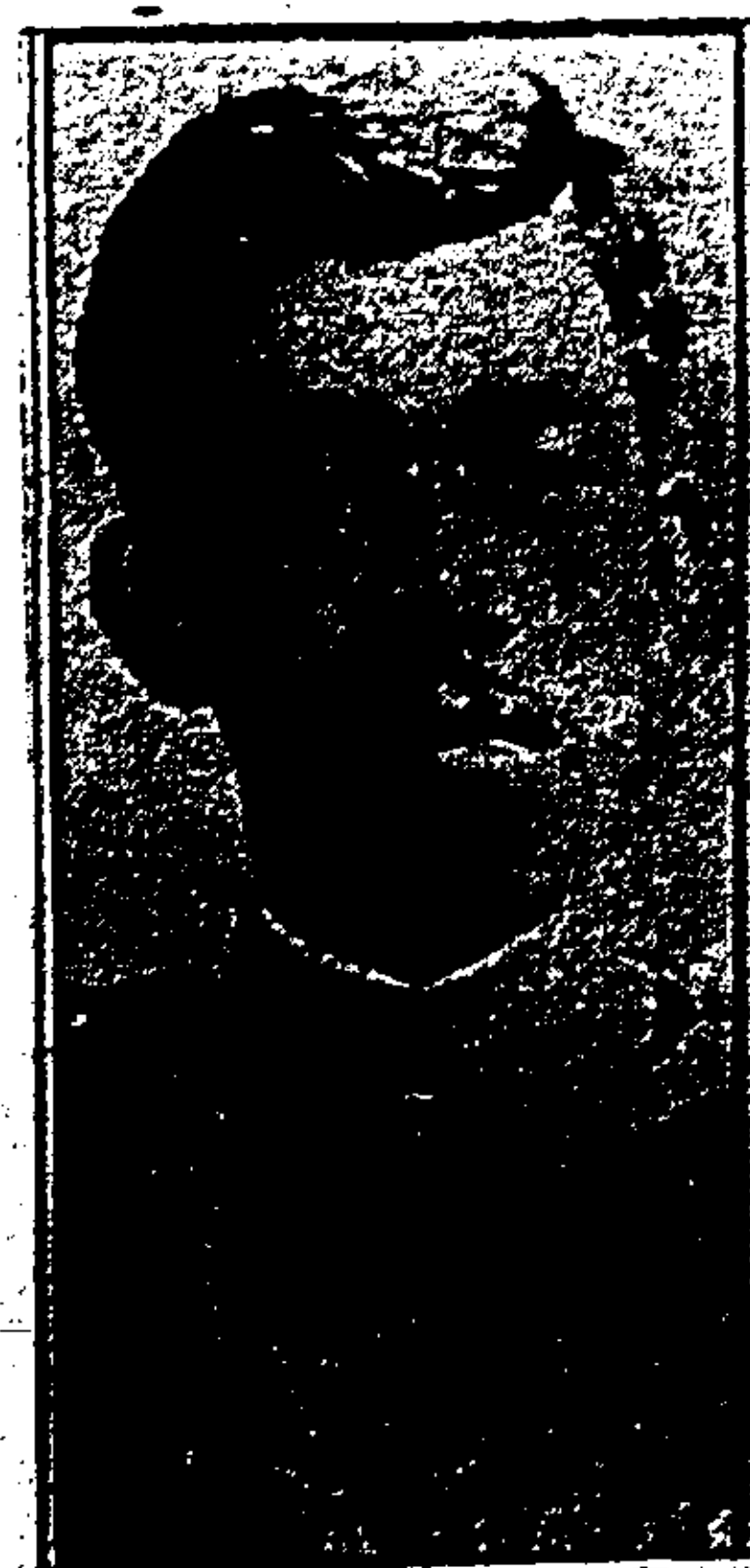
Photo: Tientsin Press.

Another scene at Pei Tsang Station: "Waiting for something to turn up."



Photo: Mee Cheong.

Wedding of Mr. Liang Pui-wa, son of Mr. Liang Shih-yi (former Chinese Minister of Finance) and Miss Cheng, which took place recently in Hongkong.



The Emperor of Japan, who is reported seriously ill.

NOTICES

AMERICAN EXPRESS COMPANY.

Established

America 1841

Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

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GENOA

GLASGOW
HAMBURG
HAVRE
KOBE
LIVERPOOL
LONDON
LUCERNE
MARSEILLES
MONTREAL
NAPLES

NICE
PARIS
PETROGRAD
ROTTERDAM
ROME
SOUTHAMPTON
SHANGHAI
STOCKHOLM
TORONTO
VALPARISO
YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
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Financial, Transportation and Travel Service
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Mail and Cable Payments effected.
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currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,

MANAGER.

Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW"

ABOUT AUGUST 15TH.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

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BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

AGENTS.

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Hotel Mansions.

S.S. "ELKHORN" SAILS FOR

SINGAPORE

20th AUGUST.

For Freight and Particulars Apply to

STRUTHERS & DIXON, INC.

Telephone 3008.

Powell's Building.

NEW PORTUGUESE CABINET.
Lisbon, June 28.—The Cabinet
formed by the new Premier,
Senhor Antonio Mario de Silva
Democrat, who will also act as
Finance Minister, consists of five

Democrats, two members of the
Popular Party, three Indepen-
dents, and one Socialist. Senhor
Francisco Antonio Correia as
supplies the portfolio of Foreign
Affairs.

WATER RETURN.

Level and Storage of water in
Reservoirs on Aug. 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Level with overflow	0.18 above overflow
Level with overflow	0.18 above overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow
Level with overflow	Level with overflow

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
City District	344.82
Hill District	32.57
Intermediate	185.30
City District	1,418.50
Hill District	28.11
Intermediate	1,418.50
City District	1,418.50
Hill District	28.11
Intermediate	1,418.50
City District	1,418.50
Hill District	28.11
Intermediate	1,418.50

Consumption of water in the City and Hill
Districts in millions and decimals of gallons
during the month of July.

1919	1920
City District	228.30
Hill District	25.13
Intermediate	278.60
City District	228.30
Hill District	25.13
Intermediate	278.60
City District	228.30
Hill District	25.13
Intermediate	278.60

Consumption of water in the City and Hill
Districts in millions and decimals of gallons
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BANKS.

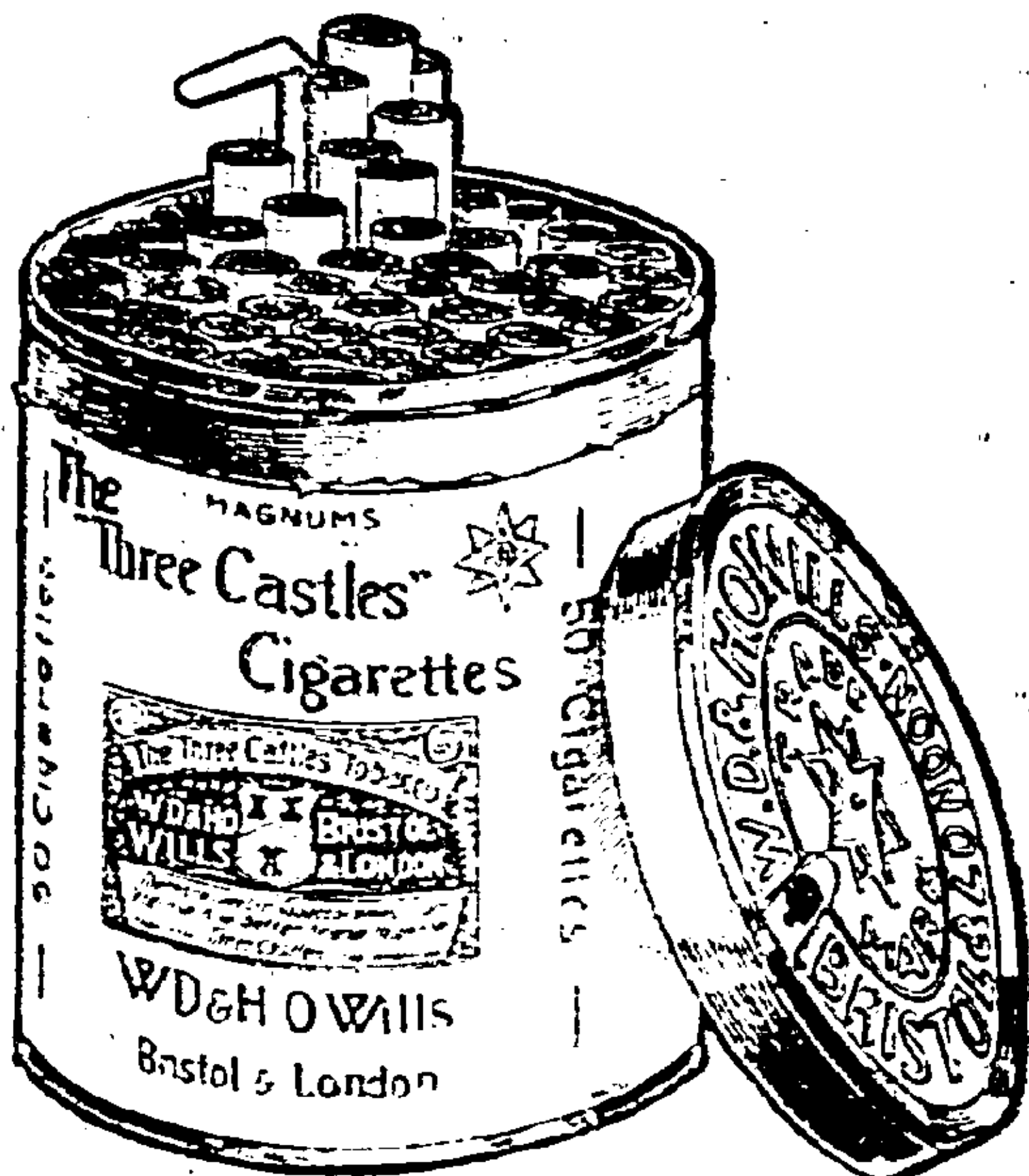
THE MERCANTILE BANK OF
INDIA, LIMITED.Head Office 15, Colaba Causeway,
Bombay, India.Authorized Capital — £1,000,000
Subscribed Capital — £1,000,000
Reserve Fund — £1,000,000The Bank of England
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Every description of Banking and Exchange
business transacted.Interest allowed on Current Accounts at 3 per
cent per annum on Daily Balances, and on
Fixed Deposits at rates which may be ascertained
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Hongkong Branch: Russian Consulate.DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.Current, Savings, and Fixed
Deposits bear interest at rates
2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594

NOTICES.

FOR EVERYDAY SMOKING THERE ARE
NO FINER CIGARETTES THAN

"THREE CASTLES"

SOLD IN PACKETS OF
10 & 20
AND IN TINS OF
50 CIGARETTES.



ALSO
MAGNUMS
PACKED IN AIR-TIGHT
TINS OF 50
CIGARETTES.

MANUFACTURED BY

W. D. & H. O. WILLS

IN BRISTOL,
ENGLAND.

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TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks b.	600
Marine Insurance.	
Canton n.	390
North China n.	160
Union n.	182 1/2
Yangtze n.	23
Far Eastern n.	17 1/2
Fire Insurance.	
China Fire n.	128
H. K. Fire b.	315
Shipping.	
Douglas n.	81
H.K. Steamboat n.	23 1/2
Indos (Prof.) n.	18
Indos (Def.) L. R. n.	215
Shells n.	135 1/2
Ferries b.	23 1/2
Refineries.	
Sugars n.	238
Malabon b.	55
Mining.	
Kailash n.	92 1/2
Langkat n.	15 1/2
Shanghai Loans n.	130
Shai Explorations n.	38 1/2
Ranb n.	27 1/2
Tronohs n.	130
Ural Caspian n.	27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	85 s. 86
K. Docks n.	149 1/2 s. 152
Shai Docks n.	127
N. Engineering n.	29 1/2
Lands, Hotels & Buildings.	
Centrals b.	103
H.K. Hotels b.	125
L. Invest. b.	110 1/2
H. Phreys Est. sa.	7 1/2
K. Loan Lands n.	31
L. Reclamations n.	140
West Points b.	51
Cotton Mills.	
Ewos n.	560
Kung Yik n.	52
Lau Kung Mow n.	—
Oriental n.	—
Shai Cottons n.	270
Yangtze Spools n.	35
Miscellaneous.	
Cements b.	7 1/2
China Borneo b.	7 1/2
Do. Light old b.	7 1/2
China Provident b.	22
Dairy Farms n.	18 1/2
Electric H.K. n.	30
Electric Macao b.	32
Hongkong Ropes n.	6 1/2
Hk. Tramway b.	6 1/2
Peak Trams old b.	6 1/2
Do. new b.	6 1/2
Steam Laundry n.	10
Steel Foundry n.	10 1/2
Water-works b.	13 1/2
Watsons n.	5 80
Wm. Powell b.	11 1/2
Wiseman b.	35
Bk. East Asia b.	120 s. 125
Centrals n.	—
Macau Elect n.	—

TIDE TABLE.

Hongkong, Aug. 14, 1920.

9th to 15th August 1920.

Low Water Hongkong

High Water Hongkong

Low Water Hongkong

High Water Hongkong

Low Water Hongkong

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EXCHANGE.

(Opening Rate: closing Rate
on Page 1).

SELLING.

T/T	4 1/2
Demand	4 3/4
30 d/a	4 3/8
60 d/a	4 3/4
4 m/s	4 3/8
T/T Shanghai	Nom.
T/T Singapore	180 1/2
T/T Japan	143
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	74 1/2
& New York	74 1/2
T/T Batavia	214
T/T Marks	Nom.
T/T France	10 1/2
Demand, Paris	—

BUYING.

4 m/s L/C	4 1/4
4 m/s D/P	4 1/8
6 m/s L/C	4 5/8
30 d/a Sydney and Melbourne	4 5/8
30 d/a San Francisco & New York	77 1/2
4 m/s Marks	Nom.
4 m/s France	11 1/8
6 m/s France	11 1/2
Demand, Germany	—
Demand, New York	78 1/2
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